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The Hongkong Telegraph

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Touring.....\$3000 Brougham.....\$3600
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THE HUDSON MOTOR CAR CO., LTD.
 22 WONG NEE CHUNG RD.
 HAPPY VALLEY

"LAKE" BOATS.

TWO SOLD BY HONGKONG AGENTS.

\$120,000 EACH.

The last two steamers belonging to the United States Shipping Board originally sent out to China during the years 1919, 1920 and 1921, namely the Lake Farrar and the Lake Onawa, have now been sold, both of them to a Japanese concern at Nagasaki, which, it is stated, is associated to some extent with the Kailan Mining Administration.

The ships have a very interesting history, and they are amongst the most efficient boats for handling cargo quickly that have ever been sent out to the China Coast.

They were originally sent out by the Admiral Oriental Line to act as feeders for all the large steamers that the Shipping Board at that time had trading between America and the Far East. Somehow it seems to have been overlooked that these ships, whose draft fully loaded was about 24 feet, were altogether too deep to be engaged efficiently in the service for which they were intended. The Admiral Oriental Line, therefore, did the best they could with the ships, and ran them as independent cargo carriers between Hongkong, Indo China, Singapore, Sumatra, Java and Borneo.

The dimensions of each of the ships are 261 ft. long, 43 ft. 6 inches broad, moulded depth 23 ft. 2 inches. Their net registered tonnage is 1,588 tons, and their gross tonnage 2,571 tons, with a deadweight carrying capacity of 4,150 tons.

The agents who effected the sale of these ships, which for the last year have been owned by the Robert Dollar Company, are Messrs. Sato & Company, of Hongkong. The selling price was in the neighbourhood of \$120,000 (Mex) each.

The shipping Board in 1919 had many so-called "Lake" steamers of the same length and breadth as the Lake Farrar and Lake Onawa, and with a loaded draft of only about 17 ft. Unfortunately nobody in authority in the Shipping Board ever seemed to think of sending these ships out East.

The only Lake boat now left on the China Coast is the Confucius, ex-Lake Fielding, which is of practically the same dimensions as the two above-named steamers. She is now owned by the Kwong Hang-Hing Co. of Hongkong and is mostly engaged in carrying rice between Saigon and this port.

SHIPPING TRAGEDY.

TERRIBLE ORDEAL OF TANKER'S CREW.

New Orleans, April 9.
 Fifteen members of the crew of the Dutch oil steamer Silvanus, on which there was a serious explosion following a collision with the U. S. Tanker Thomas W. Wheeler, have now been brought in. One Chinaman, who is badly burnt, said that the Silvanus, with a cargo of kerosene, was nearly bisected by the collision. She later collided with the bank and was thrown back into the stream and carried off by the current. She burnt to the water's edge, and only twelve out of the 35 Chinese aboard were powerful enough to dive and remain under the water until they passed the burning oil. The others who jumped perished. All stripped before diving in.—*Reuter's American Service.*

SNATCHER SMARTLY CAUGHT.

EUROPEAN COMMENDED IN COURT.

THIEF SENTENCED.

"A smart piece of work, I think it was," said Major C. Willson, at the Central Magistracy this morning, in commenting on the manner in which Mr. Frederick Schnepel chased and run down a snatcher in the central district yesterday evening.

A young Chinese was in the dock on a charge of stealing a handbag belonging to Mrs. Lim, and to this he unhesitatingly returned a plea of guilty.

The prosecuting police officer, Inspector Watt, said that Mrs. Lim was standing under the verandah outside Jardine, Matheson's in Des Voeux Road Central, engaged in conversation with two other ladies, when the defendant came up and snatched the bag, leaving the strap in her hand. He ran up the lane between Whiteaway, Laidlaw's and Jardine's buildings, and was eventually caught while doubling back into Des Voeux Road, in Chi Loong Lane, with the bag still on him.

The witness responsible for the defendant's arrest, Mr. F. Schnepel, in reply to a question from the Bench, told his Worshipship that he had anticipated that the defendant would turn into Pedder Street, instead of which the man ran up the other alleyway past the Queen's Theatre into Queen's Road Central. Here the man turned into Chi Loong Lane and was caught by witness and a Chinese who had shouted out that he was a plain-clothes policeman.

Commending the part performed by Mr. Schnepel in the case, Major Willson sentenced the defendant to six months' hard labour and fifteen strokes with the birch.

FRENCH DRUG TRAFFIC.

PARISIAN ACTRESS A VICTIM.

Paris, April 9.

Determined efforts by the Paris police to obliterate the increasing illegal traffic in drugs have resulted in numerous arrests recently, for instance, an arrest in connection with the death yesterday of the well-known actress, Vanda Sylvano, who was found dead at Courbevoie, following an overdose of heroin, with a lady barrister stretched senseless alongside her. Other arrests involve a news-vendor who was seen slipping small packets into the folds of his newspapers. The packets were found to contain cocaine.

Two Corsicans in Marseilles were found in possession of three pounds of opium, while a man who was arrested in connection with the death of a girl from an overdose of morphine, cut his throat rather than face the charge.—*Reuter.*

MOROCCO PARLEY.

PEACE NEGOTIATIONS TO OPEN.

Paris, April 9.

Following Abd-el-Krim's sending an emissary to the French authorities in Morocco, negotiations are opening immediately at Ujda, Morocco, between representatives of the rebellious Rif tribes and the Franco-Spanish authorities. The French delegation has been appointed.—*Reuter.*

Attempting to take her life by drinking "Izol" disinfectant, a Chinese woman was taken to the Government Civil Hospital yesterday in a serious condition. This act is reported to have followed on a domestic disagreement.

GREEK REVOLT.

MILITARY OFFICERS LEAD MUTINY.

400 INSURGENTS.

Athens, April 9.

It is officially announced that Majors Bakirdji, Karakoufa and Zefas led a mutiny among a small number of troops and occupied Karabournu, in the Gulf of Salonika. Karabournu was surrounded and the fleet ordered to Salonika. Subsequently it was announced that the mutineers had surrendered.—*Reuter.*

AGAINST SUPERIOR OFFICERS.

Athens, April 9.

The telegraph wires were set buzzing by military and naval orders, and the whole country was in receipt of the news of the outbreak by midnight. Troops from Athens were immediately entrained for Salonika and other garrisons were instructed to be prepared. The fleet sailed at five in the morning with orders to shell the insurgents, if necessary. All the malcontents had surrendered by 11.45 in the morning, and the ringleaders despatched to Athens for Court Martial.

A communication says the insurgents do not exceed 400. The officers are reported to have declared that the movement was not aimed at the Government but at the heads of the army at Salonika.—*Reuter.*

PREVIOUS INDICATIONS.

London, April 9.

The Greek censorship has prevented an accurate appraisal of the situation, which, however, is reflected in the latest mails, anticipating excitement on the occasion of the Presidential election, alleging that Gen. Plastiras, who was the leader of the revolution of 1922 and who last year was expelled from the country, has clandestinely re-crossed the frontier and is engineering a seditious movement for the end of March. It was announced on April 7th, that the Government had offered a reward of half a million drachmae for the arrest of Plastiras but apparently the latter has lived up to his reputation of elusiveness.—*Reuter.*

CONTROL OF DOGS.

A REGULATION SUSPENDED.

It is notified in the Gazette that the regulation dealing with stray dogs at night which was made on June 18th, 1925, is to be suspended from the 12th instant until further notice. This regulation gave power to police officers to destroy dogs found at liberty between the hours of 10 p.m. and 6 a.m.

This regulation has now been replaced by one requiring all dogs to be either placed on a lead or muzzled as from Monday next, failing which they are liable to be shot. It is now notified that this regulation shall only apply to the island of Hongkong, Kowloon and New Kowloon.

ANGLO-FRENCH DEBTS.

VISIT OF M. PERET DELAYED.

Paris, April 9.

Following a Cabinet meeting, M. Raoul Peret stated that he would not go to London before the end of next week. It is believed he is awaiting certain information from Washington with regard to the negotiations at present proceeding with the United States Treasury.—*Reuter.*

KUOMINTANG PARTY DECISIONS.

SUN YAT-SEN SOCIETY DENOUNCED.

COMMITTEE RESOLUTIONS.

Since the name of the Society of Sun Yat-senism of Shanghai and Nanking does not appear on the records of the Kuomintang, the attention of the Central Party Committee has been called to the resolution passed at the second meeting of the representatives of the Party, that no members of the party are permitted to organise societies, unions, etc., without the approval of the Central Party Committee.

It is now reported that at the 15th meeting of the Central Party Committee in Canton, a unanimous decision was reached that a strict order be issued to all members of the Kuomintang, that, without the approval of the Central Party Committee, no member is permitted to organise any society having a name imitating that of any society of the Kuomintang, nor be permitted to become a member of such society.

It was further decided that hereafter no member of the Party will be permitted to make use of the Society of Sun Yat-senism, or to organise a branch of this society elsewhere, as opponents of the Party are now making use of this Society to further their own ends.

BANK RETURNS.

FIGURES FOR MARCH.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st March, 1926, as certified by the Managers of the respective Banks are:

Banks.	Average Amount.	Specie In Reserve.
Chartered Bank of India, Australia, and China	15,455,517	5,300,000
Hongkong and Shanghai Banking Corporation	47,154,064	40,000,000
Mercantile Bank of India, Ltd.	1,432,504	550,000
Total	\$55,042,085	45,850,000

*In addition Sterling Securities deposited with the Crown Agents valued at \$1,177,000.
 *In addition Securities deposited with the Crown Agents valued at \$3,108,097.
 *In addition Securities deposited with the Crown Agents valued at \$280,000.

BAGHDAD FLOODED.

SAFETY OF CITY THREATENED.

Baghdad, April 9.

The safety of Baghdad is threatened by unprecedented floods of the Tigris. The banks have been breached near the Royal Palace, which has been evacuated as it is surrounded by a fiercely flowing torrent.—*Reuter.*

ATTEMPT ON MUSSOLINI.

KING GEORGE CONVEYS REGRETS.

London, April 9.

The British Ambassador to Rome has been commanded to convey His Majesty's regrets for the attempt on the life of Signor Mussolini.—*Reuter.*

TO-DAY.

Dollar on demand 2s 3 1/2d
 Lightning

OFFICERS SHOT.

MILITARY CHANGES IN KWANGSI.

BANDITS BUSY.

It will be recalled that when the remnants of the defeated forces which belonged to General Luk Wing-ting were finally rounded up, a battle took place which resulted in the complete defeat of the forces and the capture of Mong Yan-chim and others. Mong Yan-chim was then ordered to be shot on the spot, and his officers were sent to Nanning under armed escort.

It is now reported from Nanning that the two principal lieutenants of Mong Yan-chim—Lau Kum-wah and Soo Yuet-po—were tried by court martial and found guilty of treason, and condemned to be shot, and the other officers, being found guilty of aiding and abetting, were sentenced to imprisonment for terms ranging from one to three years.

It is stated that the sentence of death on Lau Kum-wah and Soo Yuet-po was carried out on March 28th outside the north gate of the city. Thus the flower of the Kwangsi Army, at one time led by the powerful War Lord Luk Wing-ting has come to an inglorious end.

It is further reported that General Wong Shiu-hung has resumed his official duties after a lengthy absence on official business in Canton, and that General Li Chung-yan has communicated with the Canton Government that he expects to be in Canton in the middle of this month, when he will formally assume the membership of the Committee of Political Affairs and the Central Executive Committee of the Kuomintang.

Another report states that the defeated forces of Sun Pao-fan, who sought shelter in the mountains, have joined themselves with the notorious bandit chief, Wong Pat-sun, and have captured the large villages Lok Ma, Kie Ling, Na-poo and Na-heong market centres, and have made these villages into strongholds from which they sally forth on their predatory excursions. It is said that they are now a terror to the surrounding districts, owing to the fact that the brigands number over four thousand and are well equipped with arms and ammunition.

COAL PROBLEM.

MINERS REACH NO DEFINITE DECISION.

London, April 9.

The Miners' Delegate Conference has not reached a definite decision, but has unanimously adopted the Executive's recommendations as given yesterday.

Another Delegate Conference is being called to arrive at a final decision. The Executive has succeeded in carrying a moderate policy and has avoided for the moment a decision which would have the effect of rejecting the owners' proposals out right, thus creating a deadlock. It is probable that the miners' leaders will confer with the Government before meeting the owners. The Miners' Executive is acting on the advice of the Industrial Committee of the Trades Union Congress that the negotiations should be continued in order that the points of difference between the parties shall be reduced to the smallest dimensions.

Bulls and Inners

From the Office Butts.

There is no truth in the rumour that the Dairy Farm Company is inviting local golfers to visit the Pukulum pastures and attempt to emulate the Royal example of holing out in one in a cow's ear.

Judging from the high registration numbers on our motor cars, it would appear that pedestrians are now buying in self-defence.

Major Franco, the Spanish airman, has just received a Huelva welcome.

We don't wish him harm, but would merely suggest that the person responsible for magisterial musings be given a synthetic poke in the ear.

Food will keep longer in the hot weather if you put a lock on the ice box.

If this sort of thing continues, our commercial men will be so busy investigating each other that they'll have no time left for business.

We trust that no American newspaper headed the story of the attempt on Mussolini thus: "Benito's Boozing Bust."

"The depreciation of the cher-vontez is causing alarm in Soviet commercial circles" says a contemporary. Enough to make them write off their balance.

Amateur bull writers are reminded that corsets nowadays are *de trop*. There's nothing in them.

We trust that the Director of the Royal Observatory will arrange this year's typhoons during week-ends, so they may not interfere too much with business.

Why confine this muzzling order only to dogs?

We never thought canvas coats so much until we noticed an advertisement offering a motor car and a tent for \$400.

Even the Peak Tramway Company refuses to take its patrons at face value these days.

We don't think much of the idea for a Pedestrians' Club. It would probably degenerate into a filling station with free (hot) air.

We notice there's a "Water-cooled Scott" in Hongkong. Looks as if local option is spreading to the Colonies.

An American millionaire is said to have adopted the "Mormon Faith." Mormonism than sense, we presume.

Australia has not entered for the Davis Cup this year on account of the heavy expenses which would be incurred. Upon learning this, MacWhirter remarked that "You Kangaroos the world for nothing these days."

"Buffaloes Meet," says a newspaper heading. It's occasionally spelt differently and called "mutton."

According to the *Telegraph*, Sir Hesketh Bell "in 1914 resigned the Governorship of Mauritius, which he had held from 1915." We don't favour these short-term appointments.

"Countess Cathcart Calls Craven Coward," says a New York paper. So does our office dictionary.

If all the waste paper in an editorial department were thrown on the floor, it would continue to make the office coolie angry.

What is urgently required now is a certain cure for Hongkong mouth.

It is rather unfortunate that so many of the best people are leaving the Colony.

After the Portuguese Interport match, the Shanghai team were heard to sing: "Yes, we have Gosanoo, we have some Gosanoo who play!"

To ensure a dog's life these days, it's policy to keep him well covered at home.

We agree with Dr. Koch that some of the affairs seen on our bathing beaches are frightfully shocking.

It's very upsetting to have one's yacht turn turtle.

Our office boy is ambitious. He is at present receiving vocational training as a sleeping partner.

Apocryphal motor cars, a London lawyer recently argued that a loud noise is not necessarily an objectionable one. The popping of corks for example.

"Interested."—We do not think that a departing friend who sent you a P.P.C. card really meant you to Please Pay Obit.

The *China Mail* market report quotes smoking pigs at 25 cents each. We are given to understand that this price does not include apple sauce.

A reader complains that too many people are given licences to carry revolvers, but it's comforting to feel that half the folk who have them couldn't hit the other half if they tried.

About the only thing a Scotsman pays for is experience.

The lady who was overheard to make the record *faux pas* by declaring that she "really had not noticed the fox pass" might have got away with it had she been speaking to a Fanning huntsman.

We don't know whether it's the weather or simply because of a dearth of American tourists, but there aren't so many swallows about.

Of all sad words of tongue or pen, the saddest are "Where have you been?" from your wife.

Economy Note.—Blankets may now be made into posh tennis overcoats.

Some of these young lads may not know it, but when they confide in a married woman they are most probably confiding in her husband also.

Lots of old China hands find it difficult to keep on their feet.

We wish this United States Senator would borrow a few sound ideas from somebody.

The Postmaster General is to be given authority to delay transmission of mail matter. We hope he'll exercise it on some of our bills.

Hongkong is determined not to become a Half-Crown Colony.

Compared to a bus, these taxis have their good points. You can the Governorship of Mauritius, sit and hold hands without attracting attention.

You only need to go steeples-chasing at Fanning to realise how hard it is not to look like the Prince of Wales.

The gentleman who occasionally takes tiffin near us, really should remember that a bird in the hand is awfully bad manners at table.

Perhaps one of these beauty shoppes can tell us where the ladies' ears go.

Appropriately enough, short skirts are the height of fashion.

REINCARNATION.

THE LIGHT ON
LIFE'S DIFFICULTIES.

Theosophical Society Lecture.

At this week's public meeting of the Hongkong Lodge The Theosophical Society on Thursday, Mr. H. E. Lanepart gave an address on "Reincarnation, the light on life's difficulties." He said in brief: Because of its inherent reasonableness, the doctrine of Reincarnation or Rebirth, which was always known in the East and is believed in by the majority of the human race, is now rapidly spreading all over the world, intuitively presenting itself to the best thought of modern times. Philosophers, poets and scientists alike begin to consider it as the only system that philosophy can hearken to (Hume), as worth serious consideration. Reincarnation must not, however, be confused with the mythical teaching of the transmigration of human souls into animal bodies or plants, as Reincarnation distinctly implies that man is reborn only in human form.

As we look around us, we find the world full of apparent injustice and needless suffering. Orthodox religious teaching fails to give man a rational explanation of the inequalities in life. On the one hand man is taught that God is a wise and loving Father, on the other that He allows pain and misery everywhere. Why is one child born with all natural gifts in helpful surroundings, another crippled or diseased, handicapped by evil influence and untoward surroundings? Is it a matter of luck what one obtains at birth, or is it not perfectly reasonable to believe that only the body at birth is new, that the indwelling soul is an old one bringing with it the character and capacities it has built during few or many previous lives in male and female bodies on earth, and that each soul is born into these surroundings and conditions which are needed to teach it the lesson it has next to learn.

The divine command is to become perfect as the Father in Heaven is perfect, and even when we are told that a further development will take place in heaven after death, is it not more reasonable to think that as we all have not yet learnt all the lessons which this earth can teach us, that we should return to earth till we have become perfect, a pillar in the temple of God, to go out no more. It is the rediscovery of the truth of Reincarnation which makes life endurable, noble and rational, restoring justice to God and power to man, proclaiming the essential and eternal divinity of man, which is being unfolded and ever more manifested in every son of man, through repeated lives of experience, and probation on earth.

Memories of Past Lives.

Often people want to know why it is that one does not remember his past life. There is an increasing number of those who can remember, who have learnt to vibrate in direct harmony with the immortal self within, the reincarnating ego. In fact, we all remember, if not the details so the results, and this sublimated memory makes us what we are, our characters, aptitudes and capacities. It is because we have in each life a new brain, and physical memory is seated in the physical brain, that we as a rule do not remember the details, yet our consciences, so widely different in different people, bear witness to our past experiences. Another question asked often is how is it that the population on earth daily increases. It does not. The total number of egos remain in our days the same, we need only realize that at any time the egos in incarnation represent only a small fraction of all the egos, and a sudden increase of egos in the physical world is accompanied by a corresponding decrease of incarnated egos in the after death state.

Until one can definitely remember one's past lives, reincarnation must be more or less a theory, but it is one that explains the facts of life, and makes of it a dignified and orderly process. No other hypothesis gives such a satisfactory answer to life's puzzles. The alternative is to regard God either as arbitrary or unjust, and man to be in the grip of a fate over which he has no control. Reincarnation shows God to be a

PROPERTY SALE.

EQUITY ON CENTRAL CITY
LOT DISPOSED OF.

Hollywood Road Property.

An interesting sale which attracted a large number of buyers albeit there was only one prepared to go to the price, took place yesterday afternoon at the Auctioneering and Brokering salerooms, when 13 houses situated in Hollywood Road were put up, the buyer to carry the mortgage.

The lot consisted of the equity of redemption of and in the remaining portion of Inland Lot No. 2 and the remaining portion of Inland Lot No. 130 together with the messuages known as Nos. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23 and 25 Hollywood Road, held for the residue of 999 years by Crown Lease from March 1889 subject to a mortgage dated the 24th day of April 1925 to secure the payment of the principal sum of \$170,000 and interest.

The mortgage stands due for repayment in April 1928 and there is due to the mortgagee in respect of interest \$2,266.66 for two months. The sale was carried out by order of the second mortgagee.

Opening at \$50,000 with bids of \$2,000 acceptable, it was some time before any increase was registered, this being made by Mr. Wong Hang, who was not contented against and became the new owner at \$52,000.

The lot consisting of Section 47 of Marine Lot No. 56, with 137 Queen's Road thereon, was withdrawn from sale by arrangement and will be put up again on Friday next, April 16, at the same time and place.

COMPANY REPORTS.

CHINA SUGAR REFINING
COMPANY LTD.

The report for presentation to the shareholders at the forty-eighth annual general meeting, of the China Sugar Refining Company, Ltd., to be held at the offices of the General Agents at noon, on Thursday, April 22, states:

The Profit and Loss Account for the year 1925 shows a loss of \$1,471,800.58. As there was a debit of \$32,155.28 brought forward from the previous account, the debit balance to be carried forward to the new account is \$1,503,955.86.

Consulting Committee.

The present Committee consists of Hon. Sir Paul Chater, Kt., C.M.C., Hon. Mr. A. O. Lang and Mr. H. P. White, who offer themselves for re-election.

Auditors.

The accounts have been audited by Messrs. Lowe Bingham and Matthews and Messrs. Percy Smith, Seth and Fleming, Incorporated Accountants.

STATISTICAL DEPARTMENT.

NOT FAVOURED BY CHINESE
MERCHANTS.

Among various items of business discussed at the Chinese General Chamber of Commerce monthly committee meeting yesterday, one concerned the advisability of the re-establishment of the Statistical Department.

After a lengthy discussion, it was decided that the Government be requested not to re-establish the department, as it caused a lot of trouble to the Chinese to make out the permit forms, especially in the case of those who did not know how to write English.

God of Love, and that the world and its inhabitants are undergoing a wisely-planned and wisely-directed process of growth. The riddle of love and hate, the differences of race, creed, class, colour, being classes in life's school, through which in various incarnations all have to pass sooner or later, all find their explanation in our previous lives on earth and the causes set going therein. The problems of education, of social and national life, of leadership, of attitude towards the younglings of humanity, and penal reform, of right and wrong are equally illuminated by the knowledge of the Law of Rebirth, and give us that larger understanding that greater patience and undying hope which make us fit for the new age of Universal Brotherhood which will be ushered in by the World Teacher Who shall tread the earth ere long.

NEW POLICE LAUNCH.

LAUNCHING AT MESSRS.
BAILEY'S YARD.

The Christening Ceremony.

On Thursday afternoon Messrs. W. S. Bailey & Co., launched from their shipbuilding yard a new Government vessel known as No. 4 Police, intended for special patrol duty in the vicinity of the Colony. The vessel was suitably decorated, and the interesting ceremony of christening was bravely performed by little Miss King, who has not yet attained her fifth year of age.

On the given signal, the boat started down the ways and in a few brief moments gracefully took the water, amid a fusillade of crackers and much cheering.

Among those present were Mr. E. D. C. Wolfe (Captain Superintendent of Police), Mr. P. Taylor, Mr. and Mrs. T. H. King and daughter, Mr. D. Burlingham, Mr. C. G. Perdue, Mr. and Mrs. L. H. B. Booth and Mr. J. Jack.

After the ceremony, the party retired to the offices of the Company, where light refreshments were served, and many expressions of good wishes and good feeling made for the general welfare of the boat and her constructors.

Mr. C. F. Mendham, the assistant managing director, addressing the company, said: Ladies and gentlemen, on behalf of the firm of W. S. Bailey and Co., it is my pleasant duty to thank you all for coming here this afternoon to help us out with the ceremony of launching the first of a new class of vessel that is to be occupied by our Government in the interests of the Colony. In particular, we specially wish to thank the little lady here, who has so bravely performed, perhaps the most important part of that ceremony, by christening the ship with her own fair hands.

That the boat has been successfully floated is a gratifying accomplishment, because it represents the first step in her career, and as all first steps, as a well known French idiom tells us are the hardest, we may take it, that all those to follow, will be easier overcome.

It is therefore only fitting that some mark of appreciation should accompany our thanks, and it is with much pleasure that we ask our little helper to accept a token of regard for her labours which will always remind her of this pleasant ordeal, of christening her first ship.

Another pleasant duty the occasion affords is an opportunity to thank the staff of W. S. Bailey and Co., who have been responsible for the design and construction of the vessel and who without exception, have given their best to make her a success.

In addition to the efforts of our staff we have received considerable assistance from the Government Marine Surveyors' Office in the persons of Mr. Hall and Mr. Taylor, both of whom have taken a keen interest in all the details.

I make no apology for the absence of our chief, who, as you are aware, is much better occupied with the more interesting position of being homeward bound on a visit to the Old Country.

With these few words, ladies and gentlemen, I will now ask you to drink to the success of the new vessel "No. 4 Police" and wish her a long life of hard work in the accomplishment of the purpose for which she has been created. (Applause.)

C. S. P.'s Reply.

Mr. E. D. C. Wolfe, replying on behalf of the guests said:—Ladies and gentlemen, Mr. Mendham and Mr. Goodwin, it is with much pleasure that I rise to respond to the welcome accorded to us by W. S. Bailey and Co., on the occasion of the launching of our new vessel No. 4 Police.

In watching the proceedings this afternoon, with the experience of similar events, I was very much struck with the organization and smooth working of the whole ceremony, the performance of which, as all of us are aware, is always a difficult and anxious task. I must say that I have never seen it done better, and I heartily congratulate the builders on the success of the launch and on the excellent vessel they have produced, for the Police service of Hongkong. There is every reason to believe that the larger type of boat we have now embarked on will live up to our expectations, and as time goes on others like her will, we hope, follow later to fill the gap in Messrs. W. S. Bailey's Yard the No. 4 Police has just produced. (Applause.)

Mr. King, who suitably responded on behalf of his daughter, said:—Messrs W. S. Bailey & Co., Mr. Mendham and Mr. Goodwin, I rise to thank you heartily for the kind thought and appropriate souvenir you have bestowed on my little daughter, and also for the generous welcome you accorded to us all. Like my friend Mr. Wolfe I also have been greatly impressed with the whole ceremony and the order of its ar-

NEW BUS SERVICE.

FROM THE CITY HALL TO
POKFULUM.

Hongkong Hotel's Enterprise.

The latest enterprise of the Hongkong Hotel Garage, and one upon which they are to be warmly commended, is the inauguration next week of a daily bus service for the use of the public between the City Hall and Felix Villas, serving Jubilee Road, Garden Road, Caine Road, Pokfulum Road and Mount Davis Road.

Since the Hotel Company's buses ceased to run to Repulse Bay by the Caine Road route, residents in the neighbourhood of Pokfulum and Mount Davis, have, owing to the lack of suitable transport facilities, been put to considerable inconvenience in getting to town. Recognising the need of this growing district, the Hongkong Hotel Garage have now decided to run a daily bus service. They have secured the necessary permission from the Government and the service will be inaugurated on Thursday next, April 15th.

Buses will run every half hour from 7.30 a.m. to 9.30 p.m., and during the rush hours additional buses will be put on in order to give a fifteen minutes service, adequately catering for residents going to their offices in the morning, to and fro at tiffin time and back again in the evening. Buses will run with fifteen minutes interval between 7.30 and 9 a.m., 12.30 p.m. and 2.30 p.m. and 5 p.m. and 6.30 p.m. Extra buses will leave the City Hall daily at 11.15 p.m. and 11.30 p.m. for the accommodation of residents who are attending the cinema or other functions in town.

The fares are reasonable, 20 cents being charged from either terminus to the University and 30 cents for through fares, whilst children are carried at half price.

The Hongkong Hotel Company are to be congratulated upon filling a real public need and we have no doubt that with their up-to-date fleet of cars, which are both comfortable and commodious, the service will immediately become popular among the residents of the districts served.

OIL-TANKER EXPLOSION.

HEAVY CASUALTIES AT
NEW ORLEANS.

Socony Vessel.

New Orleans, April 9. An explosion occurred on a Standard Oil Company tanker while two hundred men were repairing the vessel in drydock. At least 5 were killed and 47 injured.—*Reuter's American Service.*

Dutch Steamer Catches Fire
And Sinks.

New Orleans, April 9. The authorities are attempting to determine the casualties in a series of explosions yesterday aboard three vessels in the Mississippi.

The first reports indicated that there were over twenty fatalities. In addition to the explosion on an oil tanker, already mentioned, there was an explosion caused by a collision between the Dutch steamer Silvanus and the tanker Thomas W. Wheeler.

Thirty-five out of the Silvanus's crew of fifty are reported to be missing.

After drifting on fire for eleven miles, the Silvanus sank.—*Reuter's American Service.*

The stately manner in which the new vessel left the ways and entered the water could only fill one with admiration and confidence in the good firm who were responsible for her making. (Applause.)

In reply, Mr. Mendham said:—Ladies and gentlemen, Mr. Wolfe and Mr. King, I have to thank you for all the kind remarks you have extended to my firm and its officers. While we appreciate that the proceedings you have witnessed this afternoon must necessarily appear to the lay mind easy and simple in their order, it would only be fair to ourselves to say that behind the apparent ease and simplicity there are always, on the part of those responsible on these occasions, feelings of deep concern, and I am disclosing no trade secret when I tell you that myself and my officers experienced a natural sense of deep relief when the good ship was seen safely afloat and free from the many chances of mishap that lurk behind a launching ceremony. The proceedings then terminated.

CAN WE PERSUADE YOU

to give us a call to
view our stock of
materials for the
Spring and Summer
Season?



We should esteem your
visit and can assure you
of every effort on our part
to give entire satisfaction.

We give our customers the best in quality and
service, and do not endeavour to compete against
the low prices charged for inferior work.

Our reputation for making good garments is not
recently acquired, it has been built up by years of
giving the best.

ENGLISH PALM BEACH CLOTH

in the newest plain colours, mixtures and
striped designs.

Coats from \$21.00 Trousers from \$11.50

COTTON & LINEN TUSSORE

hard wearing and of good appearance
Cotton Coats \$14.50 Linen Coats \$18.50

„ Trousers \$ 8.50 „ Trousers \$11.50

“VIYELLA” TWILL FLANNEL

Cream and Grey. Guaranteed unshrinkable
Coats \$22.50 Trousers \$12.50

CREAM WOOL GABERDINE

in various weight and qualities
Coats from \$25. Trousers from \$16.50

CREAM STRIPED SERGE

Coats \$30.00 Trousers \$17.50

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH

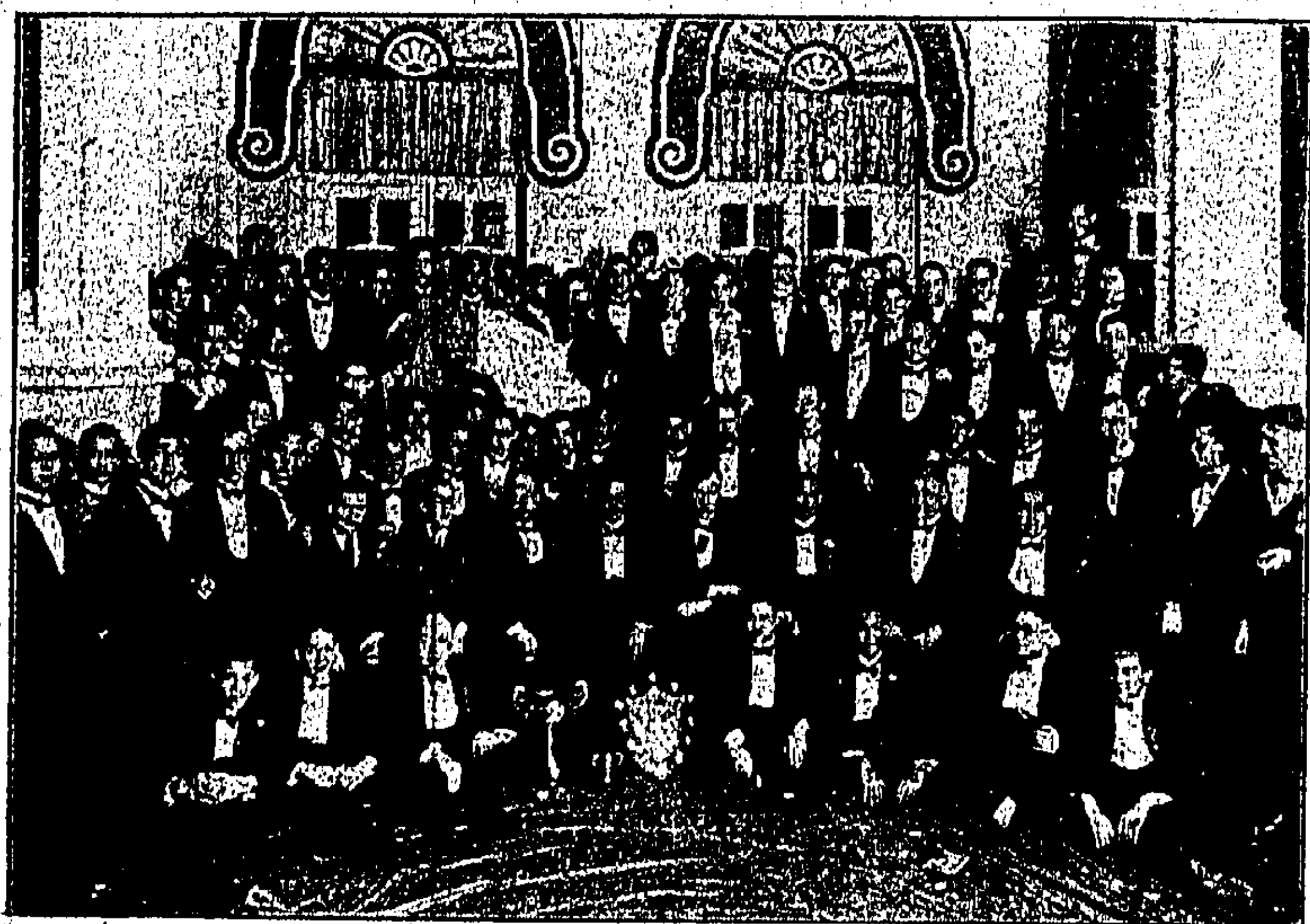
& CO., LTD.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.

LOCAL PICTURES.



Flashlight photo taken at the dinner given in the Hongkong Hotel by the Club de Recreio to the Portuguese Interport footballers. (Photo: Ming Yuen).



Bridal group at wedding of Mr. H. Lowcock and Miss Mabel Kotewall, who were married at St. John's Cathedral on Wednesday. (Photo: Ming Yuen).



The Rev. Dr. T. W. Pearce is here seen with students of the Morrison Hall hostel of the University, who presented him with the ivory memento shown in the picture. (Photo: Ming Yuen).



Mr. M. M. da Rosa and his bride (Miss Elsa M. de Sousa), who were married at St. Margaret's Church. (Photo: Tanaka Studio).



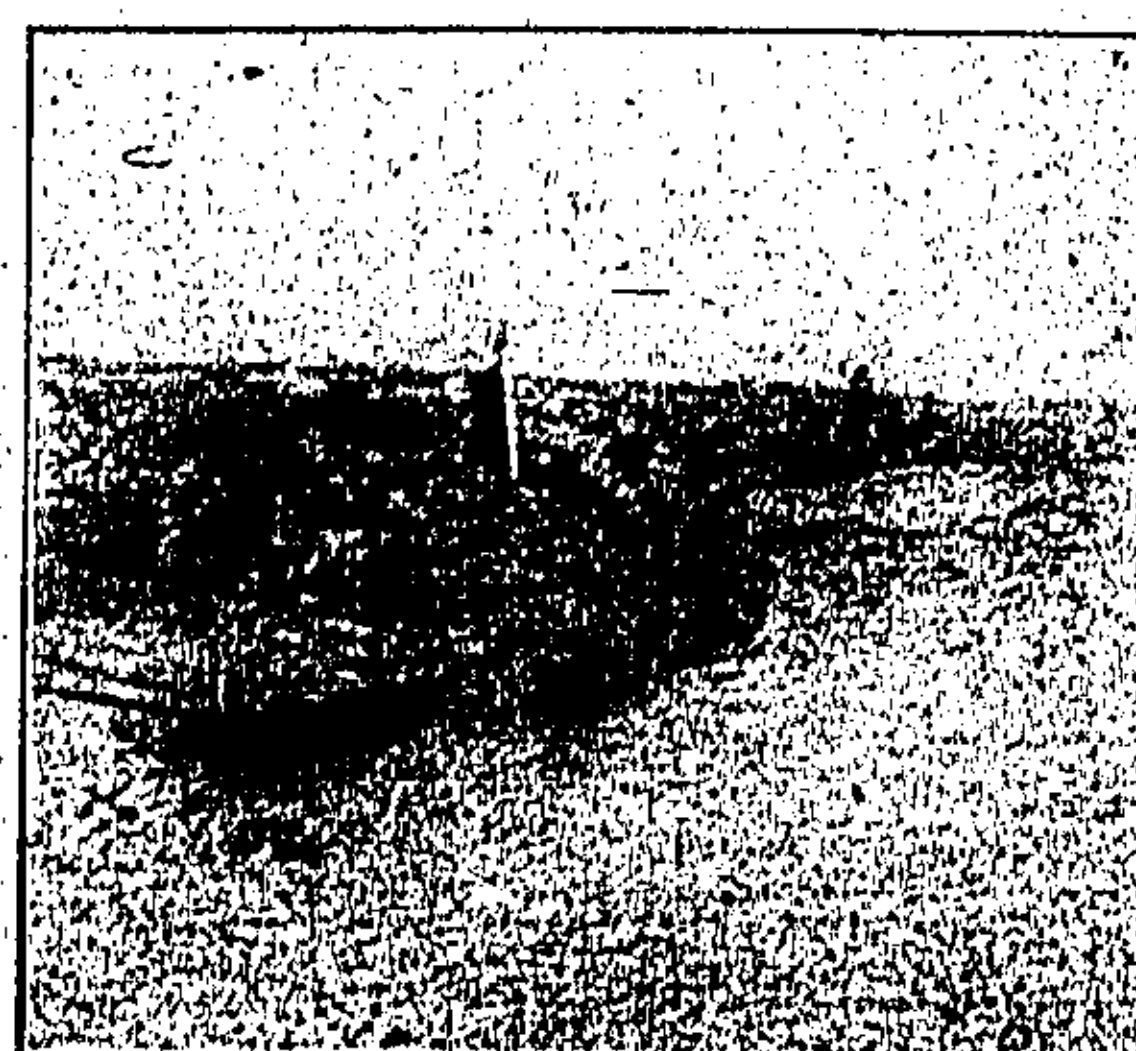
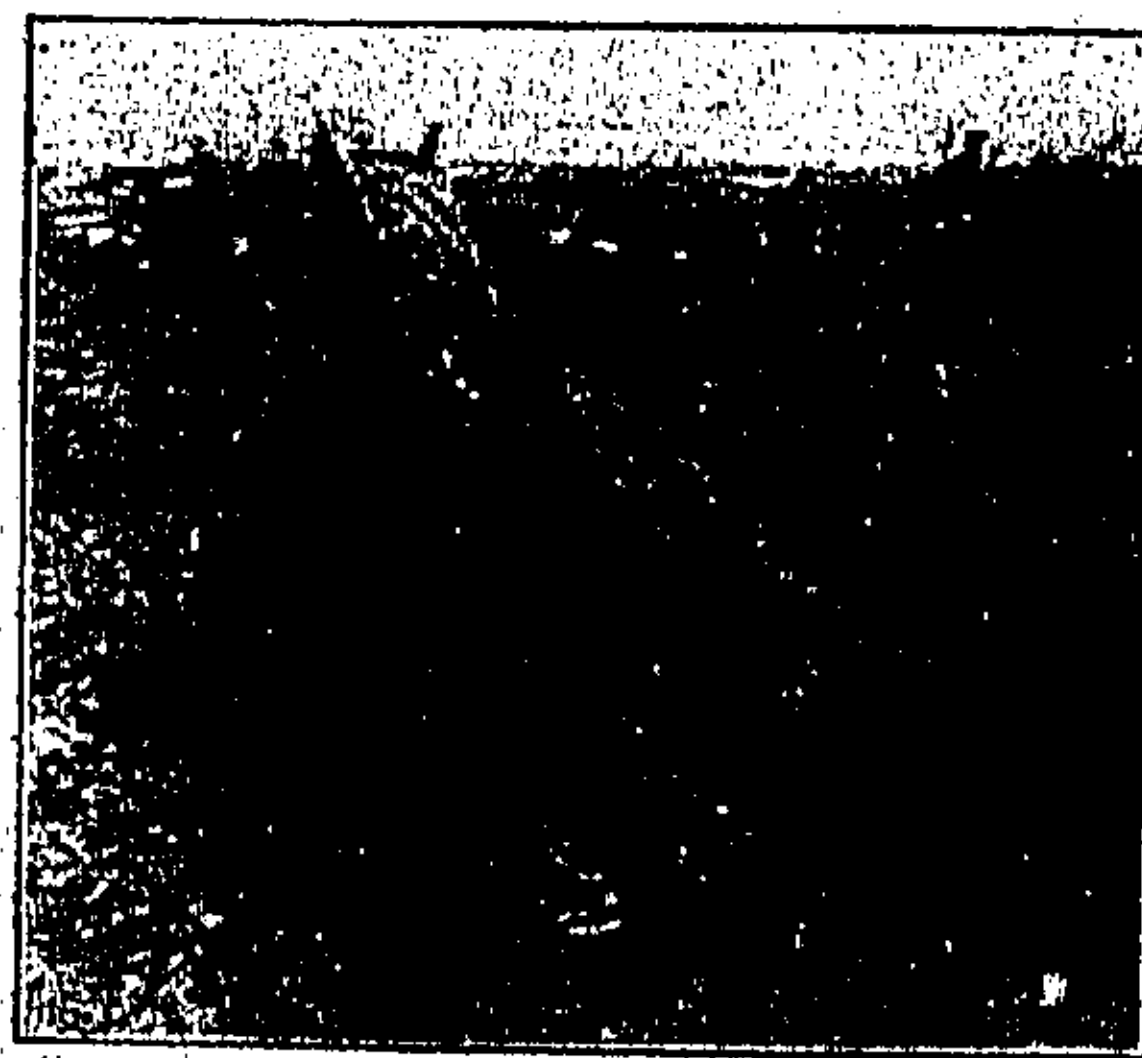
Group taken at cricket match between Hongkong and Shanghai Portuguese at Club de Recreio ground, King's Park, in which the latter won by 21 runs. (Photo: Ming Yuen).



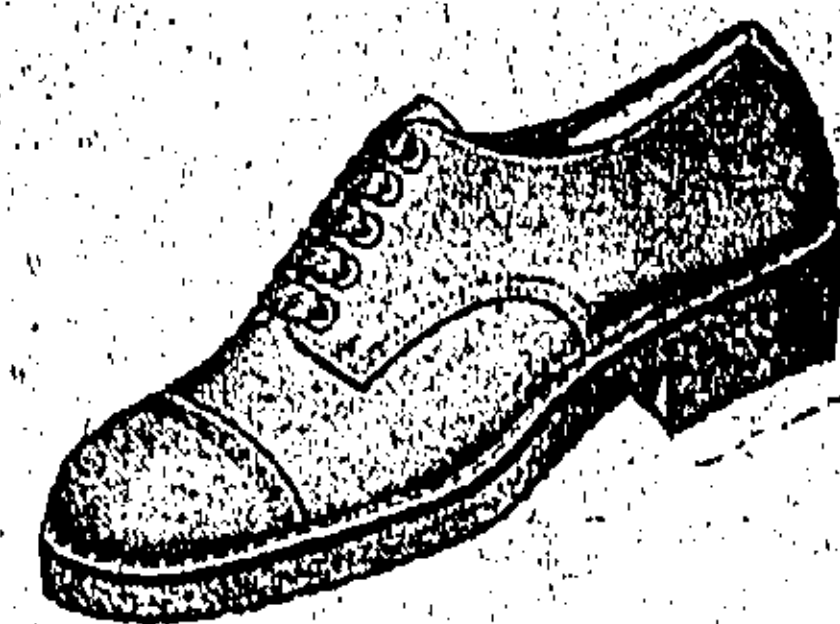
Members of the "Red Spear" Society, who act as camp followers in the North China War. They are composed entirely of the farming class.



General Ko Yen-chieh, Commander-in-Chief of the anti-Red forces in Honan, with some of his officers.



Pictures taken near the firing line on the Sinyangchow front. Left, an officer's dug-out in the trenches; centre, field-gun with crew; right, part of the trench system.

K
Crepe Rubber Soled
SHOES

K Makers have spent two years in perfecting the crepe rubber soled shoe. Last year they overcame the difficulty of making rubber soles weld immovably by means of a new and successful method. This year they have applied the non-skid principle of the motor tyre to K crepe shoes. The circular holes in the outer layer of rubber give a firm suction grip and also help to prevent the tough crepe rubber from spreading.

Buy "K's" and be Satisfied.

MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building

Des Voeux Road.

G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH AND CHRONOMETER MAKERS, JEWELLERS

DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts Heath Sextants, Night Glasses etc.,
Kelyin Navigational Instruments Stanley Drawing Instruments
Ross London Telescopes & Binoculars Weir's Theodolites, Levels etc.,

We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established ... 1855.

ALBERT

FRENCH PASTRY COOK

22, Queen's Road, Central



— is making his name better known every day by his French Cooking, done exclusively with fresh butter.

The amateur "gourmet" fond of "Marseille's Bouillabaisse" "Escargots de Bourgogne" and all other famous French dishes can go to "Albert" with confidence.

FRENCH WINES — CHAMPAGNES — LIQUORS
DINNERS TO ORDER

Tiffins and Dinners served from 10-30 a.m. to midnight.

French Cakes and French Chocolates made by "Albert" himself.

Nice selection of French fancy boxes just arrived from France by the "Andre Lelou."

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

THE MING YUEN STUDIO

(Battery Path.)

Official Photographers to the "H. K. Telegraph"

WHITEAWAY'S

New Shades Just Arrived

IN
The Celebrated "Three Knots" Hose

THE CELEBRATED
"Three Knots" THE "THREE KNOT" HOSE

"Three Knots" Hosiery of Quality is the one you may buy without fear, because its good behaviour and faultless finish and fit are guaranteed by its British Makers.

NOTE REDUCED PRICE
\$2.50 pair

BRITISH MADE

CALL AND INSPECT

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—

1314, 1376, 1384, 1385, 1392, 1342, 1397, 1409, 1418, 1375, 1441, 1444, 1456, 1462.

PREMISES TO LET

TO LET.—EUROPEAN RESIDENCES within easy reach of the City and the University, comprising 6 rooms, 4 bathrooms, up-to-date sanitation, electric light, gas, as well as garage, at \$150 upward. These residences, on Mount Davis Road, Pokfulam, face South and are situated in one of the most delightful localities in Hongkong. It is hoped very shortly to provide this neighbourhood with a bus service at popular rates. Apply to Hongkong Land Investment and Agency Co., Ltd.

TO LET.—Modern 3-roomed European Flats at Tai-m-shui, Kowloon. Reasonable rent. Apply Comptroller Department, H. M. H. Memazee, Tel. C. 930.

TO LET.—For the month of June, a BUNGALOW at Wei-Hai-Wai, on the Island, 3 Bedrooms, 2 Sitting rooms, Tennis Court and Garden. Rent 200 taels for the month. Apply "Bungalow" c/o Hongkong Telegraph.

TO LET.—Offices, spacious and airy in best locality Queen's Road about 2500 feet in one or two lots, attractive rental apply Box No. 1489 c/o "Hongkong Telegraph."

TO LET.—For period of six months, fully equipped and furnished modern flat of four rooms, two baths, servants quarters and electric light. Box No. 1484 c/o "Hongkong Telegraph."

VICTORIA HOTEL, QUIET RESIDENTIAL APARTMENTS.—Full board small room \$95. monthly. Medium sized room \$120 inclusive. Large commodious bed-sitting-rooms \$130 monthly, 1 minute from Ferry. Next new hotel Hankow Road, Kowloon. Tel. K.357.

TO LET.—One European flat, Wanohai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TO LET.—From 1st April to 31st December, furnished, top floor flat of four large rooms with kitchen and gas stove, pantry, store room, bathroom with geyser, etc. Apply W. S. Bailey, 4 Armend Bldgs, Kimberly Road, Kowloon.

TWO large rooms excellently situated for offices on the 2nd and 3rd floors of "St. George's" Building facing Ice House Street. For terms and particulars apply to Hongkong and Territorial Estate Ltd., "St. George's" Building.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building," No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to: Banque de l'Indochine, Chater Road.

GROUND FLOOR PREMISES "ST. GEORGE'S BUILDING," opposite the STAR FERRY PIER, best locality in Hongkong for Shipping Companies or Shops. Single Office room, or whole suite of 3 Office rooms for short or long lease. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building, 1st Floor.

TO LET.—At the TERMINUS of the new BUS ROUTE, European residences equipped with modern sanitation, electric light, gas, as well as garage and comprising six rooms, four bathrooms, servants' quarters etc., at \$150 and upwards. These comfortable residences on Mount Davis Road, face South and are situated in one of the most delightful localities in Hongkong. Apply to the Hongkong Land Investment & Agency Co., Ltd.

TO LET.—Large and bright suite of offices facing Pedder Street and Queen's Road, over 2,000 square feet, wide veranda all around. Sacrifice at \$300.00 per month. Apply P.O.

POSITION WANTED

POSITION WANTED.—By Chinese, 12 year' import export experience. Knowledge: typing, coding, general works. Good opportunity for employer. Best references. Apply Box No. 1487 c/o "Hongkong Telegraph."

MISCELLANEOUS.

FOR RENT six roomed house middle level. House wanted Peak with tennis court long lease. We have houses and land for disposal. Small Investors. Tel. 4630.

FOR SALE.

FOR SALE.—An upright Moutrie Piano, very good condition—\$250 Cash. Box No. 1488 c/o "Hongkong Telegraph."

FOR SALE.—Three Letter Press Printing Machines, with motors. Apply Manager "S.C.M. Post."

FOR SALE.—Small cruiser yacht "Coquette." Winner R.H.K.Y.C. championship 1924, run up 1925. Apply Box No. 1482 c/o "Hongkong Telegraph."

FOR SALE.—STEAM LAUNCH about 60 feet long, in excellent condition and suitable for Harbour and River Work. Apply Box 1439 c/o "Hongkong Telegraph."

SANITARY BOARD.

FORTHCOMING ELECTION.—York Building, Hongkong. To the Electors of Hongkong. Gentlemen,

Having served as a member of the Sanitary Board from 1916 to 1924, I beg to solicit your vote at the forthcoming election which takes place at the Supreme Court on Monday, 12th April from 4 to 5.30 p.m.

As you must be aware, I am no stranger, either to yourselves or to the sanitary problems of the Colony.

During my former terms of office (I was elected on three consecutive occasions) I was fortunate in securing the passage of several measures which since have been of great benefit to the community. I refer to the introduction of motor transportation for the removal of refuse and the greater use of the water carriage system.

I have the requisite knowledge, the experience of procedure in connection with the Sanitary Board and the will to work hard in the interest of all classes. I have been, and will always be ready to receive and to act upon any and every reasonable suggestion in connection with matters of health and sanitation in the Colony.

In conclusion, I again thank all those of the general public who were good enough to return me to the Sanitary Board on previous occasions, and I trust that at the forthcoming election, I shall still retain their confidence.

Yours faithfully,

F. M. GRACA OZORIO.

ST. STEPHEN'S COLLEGE.

An Entrance Examination for New Boys (Boarders and Day Boys) will be held at Prospect Place, Bonham Road, at 9.30 a.m. on Wednesday 14th April.

W. H. HEWITT, M.A., B.D. Warden.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Second Extra Race Meeting to be held on Saturday, 1st May 1926 (weather permitting) may be obtained at the Race Course, Hongkong Jockey Club and Causeway Day Stables.

Entries will close at 12 o'clock noon on Saturday 17th Apr. 1926.

BASEBALL

A meeting of members of the Hongkong Baseball Association and others interested, will be held in the Office of the American Consulate General (by kind permission) on Wednesday, 14th instant, at 5.15 p.m. to elect Officers and discuss arrangements for forthcoming season.

LAMMERT'S AUCTIONS

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction, on **MONDAY**, the 12th April, 1926, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A Large Quantity of Office and Household Furniture.

Comprising:—Teak Hat Rack with Bevelled Mirror, Teak Bookcases, Teak Desks, Armchairs, Carpets, Rugs, Ornaments, etc., etc., Teak Extension Dining Table, Dining Chairs, Teak Sideboard with Bevelled Mirror, Crockery, Glass Ware, Cooking Utensils, etc., etc., Teak, Iron and Brass Bedsteads with Mattresses and Spring Mattresses, Teak Wardrobes with and without Bevelled Mirror, Teak Dressing Table, Teak Chest of Drawers, Teak and Marble Top Washstand, Toilet Sets, etc., etc., also

A Few Pieces of Blackwood Ware and

1 Indian Motor Cycle with Side-car.
1 Cabinet Victrola.
1 Cottage Piano by "Moutrie."
1 Baby Grand Piano.
2 Enamelled Baths.
1 Reading Standard Motor Cycle.
1 Chubb Safe.
1 Combination Safe.
On view on Day of Sale.
Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.
Hongkong, April 7, 1926.

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction on **Tuesday, the 13th April 1926 at 10.30 a.m.**

at Messrs. Brunner, Mond and Co., Ltd.'s Godown, Praya East.

29 Casks Carbolil.

Terms:—Cash on Delivery

LAMMERT BROS., Auctioneers.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **TUESDAY**, the 13th April, 1926, commencing at 11 a.m. at their Sales Room,

Duddell Street.

5 Cases Piece Goods,
2 Cases Stuffs,
1 Case Felt Hats,
1 Case Straw Hats,
5 Cases Beer,
3 Cases Stout,
1 Case Carbon Paper,
1 Case Sealing Machine,
1 Case Lemon Essence,
4 Cases Kerosene Stoves,
and
A Quantity of Miscellaneous Goods.

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, April 9, 1926.

BY ORDER OF THE OWNER.

PUBLIC AUCTION.

of the Valuable Leasehold property situate at Victoria, Hongkong and known as Section C of Inland Lot No. 712 and Subsection 1 of Section B of Inland Lot No. 712, together with the messuage erections and buildings known as No. 2 Conduit Road erected thereon. Area 5,440 square feet. Annual Crown rent \$3.60. To be sold in one lot by

PUBLIC AUCTION.

on **TUESDAY**, the 13th day of April 1926, at 3 o'clock p.m., at their Sales Rooms, Duddell Street, Victoria, Hongkong.

BY MESSRS. LAMMERT BROS., Auctioneers.

For further particulars and Conditions of Sale, Apply to Messrs. Johnson, Stokes and Master, Prince's Building, Hongkong, or to

MESSRS. LAMMERT BROS., The Auctioneers.

Hongkong, March 30, 1926.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS, IMPORTERS, EXPORTERS & GENERAL BROKERS.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

The forty-eighth ordinary annual meeting of the shareholders of the above company will be held at the offices of the General Agents, Pedder Street on Thursday, 22nd April, 1926, at noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1925.

The Transfer Books of the company will be closed from 8th to 22nd April, 1926, both days inclusive.

JARDINE MATHESON & CO., LTD., General Agents.
Hongkong, March 26, 1926.

FOR THIS WEEK'S BARGAINS IN MOTOR CARS AND MOTOR CYCLES, SEE SPECIAL ADVERTISEMENTS IN THE MOTOR SUPPLEMENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

For STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

Through Bill of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.

The Ssteamship

"DELTA"

Capt. F. Sudell R.D., R.N.R., F.R.G.S. carrying His Majesty's Mails, will be despatched from this port on or about Thursday, the 15th April 1926, at noon, taking Passengers and Cargo for the about Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further particulars, apply to MACKINNON, MACKENZIE & COMPANY, Agents.

Hongkong, 10th April, 1926.

ELIMINATE THE RUSSIANS.

NOTORIOUS AGITATOR'S SUGGESTION.

Sixteen representatives of cotton mill workers' organizations in the western district met at the Shanghai General Labour Union headquarters in New Chung Hua Road on Friday evening last to hear a letter, written by the notorious labour agitator, Li Lih-san, who is now alleged to be in Honan. Tan Tze-wan, another well-known agitator, presided.

The letter, which contains a violent attack on the Russians at Canton, declared that the Communists in Canton were suppressed because of the illegal acts which they had committed at the instigation of the Russians. This had caused an international complication.

The letter stated further that the labour movement had now progressed to a stage where the unions could exist without outside help and the leaders, accordingly, had everything to gain and nothing to lose by refusing to allow the Communists to dominate their policies.

All Communists, however, had the common aim of destroying capitalism and imperialism, and the shock which would be occasioned by the immediate, complete severance of relationship with the Russian might prove prejudicial to the labourers. He, therefore, urged that the two factions should not come to the breaking point at present.

Li Lih-san, in his letter, further urged that a monument in memory of Liu Hwa, a notorious agitator who was recently executed secretly by the Chinese authorities, should be erected.—N. C. D. News.

CHURCH NOTICES.

A CHANGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

First Church of Christ, Scientist, MacDonnell Road, below Bowen Road Tram Station. Sunday Service 11.15 a.m. Wednesday Evening Meeting 5.30 p.m. Reading Room at above address, open Tuesday and Friday 10 a.m. to 12 noon. Monday and Thursday 5 to 7 p.m.



Holyoak, Massey & Co., Ltd. Distributors.
Queen's Bldg. Tel. C.673.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.

Hongkong, \$1,060 ea.
Chartered, \$211 n.
Mercantile A. and B., \$30 b.
Mercantile C., \$131 b.
P. and O., \$91 n.
East Asia, \$80 b.

Marine Ins.

Canton Ins., \$625 b.
China Underwriters, \$1.95 b.
North China, Tls. 145 n.
Unions, \$285 sa.
Yangtze, \$40 n.

Fire Ins.

China Fires, \$170 b.
Hongkong Fire, \$550 b.

Shipping.

Douglases, \$28 n.
Steamboats, \$251 b.
Tugs, \$21 n.
Indo-Chinas, \$38 n.
Shell Trans., \$71 b.
Star Ferries, \$621 s.
Waterboats, \$15 n.
Oriental Nav., \$250 n.

Refineries.

China Sugars, \$24 b.
Malabons, \$34 b.

Mining.

Benguet, \$150 n.
Kailans, 42/- b.
Langkats, Tls. 24 b.
Shai Explorations, Tls. 5.25 sa.
Shanghai Loans, Tls. 7 n.
Raubs, \$5.00 b.
Tronohs, 65/- sa.
Ural Caspians, 8/- n.

Docks, etc.

Kowloon Wharves, \$130 s.
Whampoa Docks, \$60 n.
Hongkew, Tls. 165 b.
New Engineering, Tls. 5.60 b.
Shanghai Docks, Tls. 108 b.

Land, Hotels, etc.

H. and S. Hotels, \$10.25 sa.
H.K. Lands, \$67 n.
Realty, \$6 b.
Territorials, \$51 n.
Humphreys, \$15 b.
Princes Bldgs, \$108 n.
Rural Lands, \$7 s.

Cottons.

Ewos, Tls. 10.25 b.
Orientals, Tls. 2.75 b.
Shai Cottons, Tls. 52 b.

Miscellaneous.

Amusements, \$111 b.
Canton Ice, \$71 n.
Cements, \$151 s.
China Buses, Tls. 10 s.
China Lights, \$21 b.
China Prov., \$6.75 s.
Constructions, \$21 s.
Dairy Farms, \$20 n.
Der A. Wing, \$10 n.
Electrics, \$631 b.
Macao Electrics, \$40 n.
Developments, 25 cents, n.
Ropes, \$30 s.
Tramways, \$24.75 sa.
Lane Crawford, \$124 sa.
Mackintosh, \$211 n.
Peak Trams, \$171 b.
Sinceres, \$11 n.
Taxis, \$4 s.
United Asbestos, \$20 n.
Watsons, \$12 b.
Powells, \$10 n.

HONGKONG BUS SERVICE

A half-hourly bus service for the use of the public will be run from 7.30 a.m. to 9.30 p.m. daily between the City Hall and Felix Villas, Jubilee Road, via Garden Road, Caine Road, Pokfulam Road and Mt. Davis Road, starting on **THURSDAY, 15th APRIL, 1926.**

Additional buses giving a 15-minute service will be run daily between the hours of:—

7.30 a.m. and 9.00 a.m.
12.30 p.m. and 2.30 p.m.
5.00 p.m. and 6.30 p.m.

An Extra Bus will leave City Hall daily at 11.15 p.m. and one at 11.30 p.m. for Felix Villas returning at 11.45 p.m. and Midnight respectively.

Fares from either terminus to University .. 20 cts.
Through Fares .. 30 cts.
Children under 12 years .. Half Fare.

THE HONGKONG HOTEL GARAGE

(THE HONGKONG AND SHANGHAI HOTELS, LTD.)



THEY DID NOT FORGET!

We brought "DON" back to you—in its same pre-war excellence—for the first time since the war. Connoisseurs remembered! To-day you can obtain "DON" at any club or store.

N.S. MOSES & Co., Ltd. Agents.

"Such popularity must be deserved."

Satisfactory Ventilation

IS JUST AS NECESSARY TO YOU AS TO A DIVER

THE GAS FIRE IS THE MOST HYGIENIC HEATING APPARATUS THERE IS.

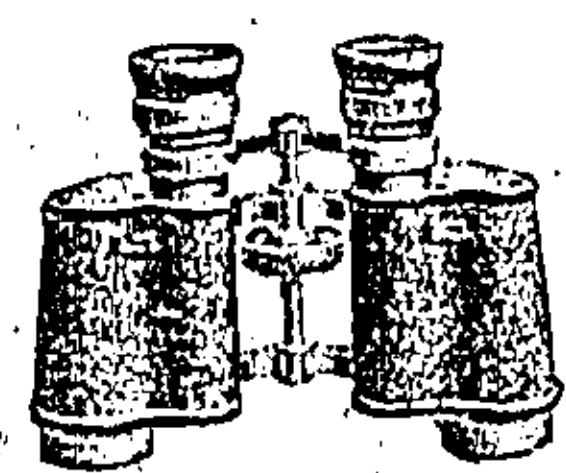
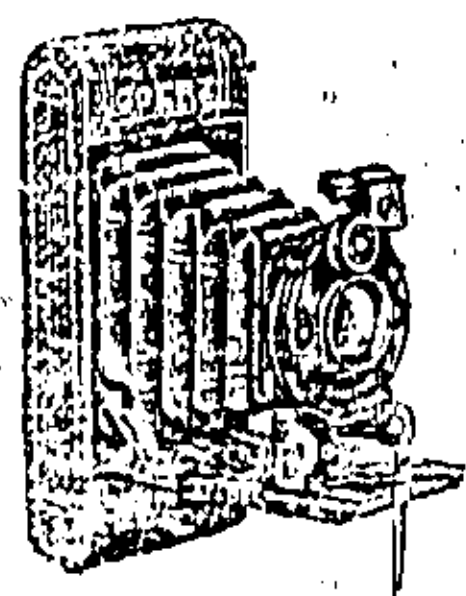
It changes the atmosphere in an ordinary room six or seven times an hour

Hongkong and China Gas Co., Ltd.

COME AND INSPECT

The best cameras and binoculars in the world.

GOERZ GOERZ



Specialists For Tourists' Developing and Printing.

HALL, LAW & Co., Ltd.
PHONE 3217 30-32, DES VORLES ROAD, C.

THE RITZ CATERERS

Meals at all hours from 8 a.m. to 12.00 midnight. Now serving ... Special \$1.00 Tiffins.

Morning and Afternoon Teas. Good Assortment of Fancy Cakes.

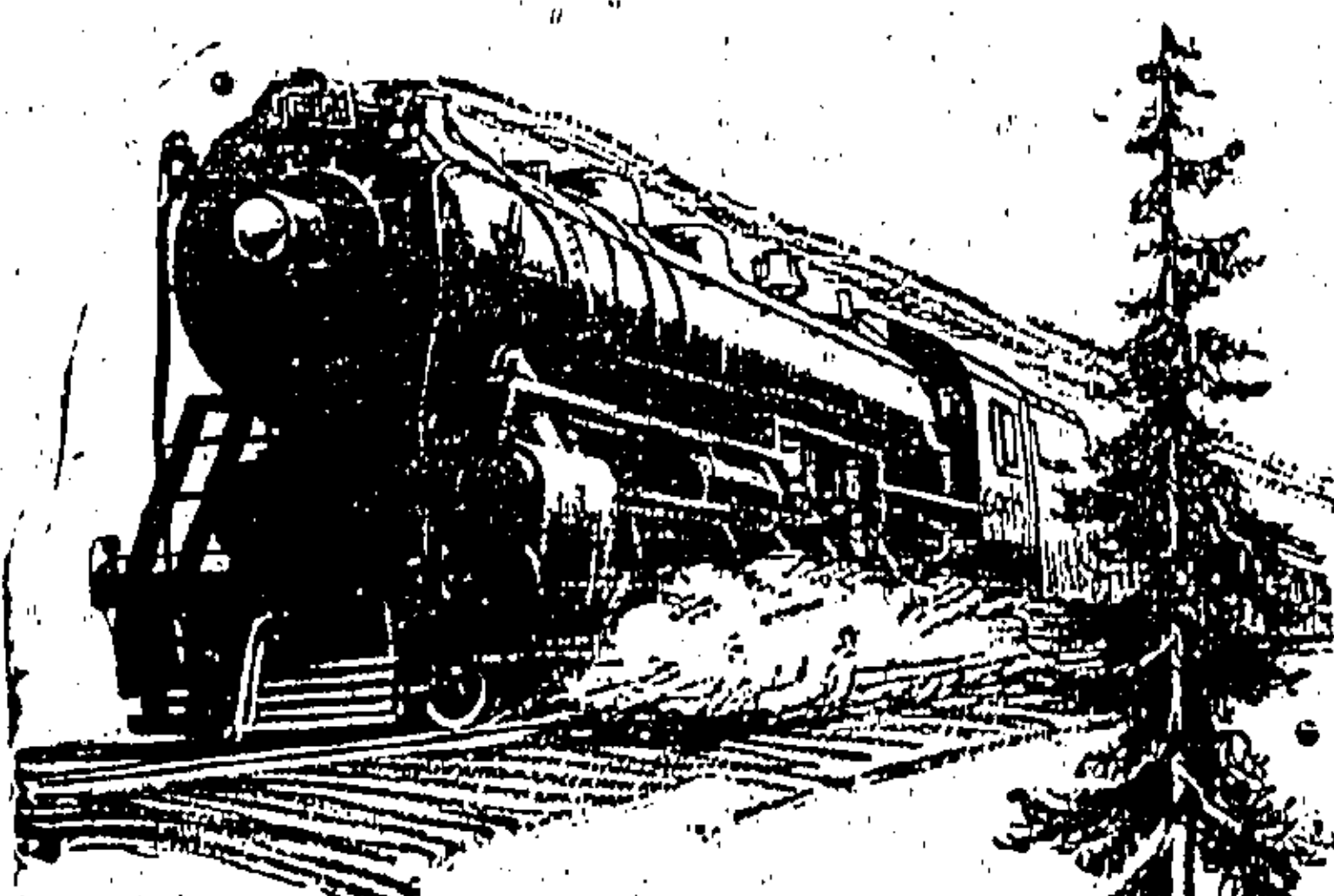
Wedding and Christening Cakes to order.

Only the best food and wines served.

Telephone — C. 2336

NOWELL B. WHITE, Proprietor.

"EVERY MILE A PICTURE."



TRAVEL HOME

via

THE NEW ROUTE

VANCOUVER — MONTREAL — NEW YORK.

Mt. Robson, highest of all Canadian Rockies. Golf and comfort Jasper National Park Lodge. Vast Forests and Grain Fields. The Great Lakes and Niagara Falls.

Specially designed equipment in Trans-Continental Trains — Unsurpassed Dining Car Service at moderate rates — Radio equipped Observation Cars.

For Illustrated Literature and Rates Apply:—

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ASIATIC BUILDING

Queen's Road Central.

CANADIAN NATIONAL RAILWAYS

ENGLAND'S POLICE FORCES.

ADVICE AS TO STATUS.

There is a passage in Sir Leonard Dunning's annual report on the police forces of England and Wales which has a particular interest for the City of London. This passage deals with the difficulty of finding suitable police recruits; and the City cannot get policemen so easily as it used to. Why is it, asks Sir Leonard Dunning, that the policeman's many opportunities of valuable service to the community do not attract? To a great extent, he answers, the police are what the community make them, and mistakes in their mutual relations on the part of members of the community are responsible for some of the practices which tend to keep back, rather than raise, the service in the public eye. Some people, perhaps many people, take their impression of a policeman from the policeman of the pantomime and the chance of association with that picture and the ridicule attaching to it chokes off men whom a better understanding of police work might attract. Those who have known the service from within for many years have to admit that picture, with the practices which it suggests, is not exactly an invention, but they know, too, the feeling, which is growing stronger in the service itself, against practices which keep the policeman lower down the social scale than his profession deserves. Sir Leonard Dunning suggests that the police can do much to raise their position in the social scale. He considers that general adoption of the opinion of the Desborough Committee and the Branch Board would go far to teach people and police alike that police duty is duty to the community, not to the individual, performed because it is duty and not with any view to rewards, gratuities, Christmas-boxes, free food and drink, or tips under any name. Acceptance of such favours puts the recipient into a position of social inferiority to the giver, of which a policeman should be ashamed.

MAYOR SPOOFS A TOWN.

INDIAN PRINCE AT BATH VARSITY RAG.

The Mayor of Bath took part in an elaborate "spoo" on the citizens in connection with a recent "Varsity rag," which he heartily supported in face of the committee of the local hospital, for whose funds it was originally projected.

Crowds turned out to see the mayor and corporation officials receive an Indian prince and his coloured, suite, who arrived to grace the proceedings.

A dais had been erected, and the speeches were broadcast by loud speakers.

The mayor delivered a dignified address of welcome, and the gorgeously dressed prince read a reply. Few realised that it was part of the "rag" until a number of "policemen" burst out of the historic Pump Room, where they had been in hiding, causing first astonishment and then peals of laughter.

POLICE ARREST PRINCE.

The "chief constable" informed the mayor that the "prince" was an imposter, and when his worship, who feigned surprise, demanded his authority, the "chief" produced a warrant 5ft. long, with a seal as big as a sunflower, and read it.

The mayor intervened in vain. The Indians were bundled off to waiting police cars and disappeared.

Then a body of Ku Klux Klansmen swooped down on the astonished corporation and arrested two of the chief aldermen, Sir Harry Hall and Mr. Percy Jackson. Handcuffed together, they were hauled on to the platform, and there publicly auctioned. Bidding started at 6d. and reached £20 at which figure the pair were knocked down to the mayor who, as an act of clemency, ordered their release instead of the alternative of "a night in quod, with a fish-and-chip supper and one glass of beer."

At night there were processions and torchlight tattoos, and the hospitals of the two committees will benefit by a bumper collection.

RUSSIAN FUEL CRISIS.

TRANSPORT IDLE.

London, 16th March.—The Times Riga correspondent in Moscow reports an acute fuel shortage resulting in the cancellation of four daily passenger Leningrad-Moscow trains and the curtailing of other services, including the Leningrad-Moscow tram.

The shortage is attributed to the Soviet's encouragement of the coal and naphtha export trade, sacrificing home requirements.

Later—Despite repeated adaptation the locomotives use coal, naphtha and wood, which ever is available, and the shortage of all three has created the fuel crisis in Russia which, with a shortage of trucks and locomotives, is becoming a catastrophe.

There is very serious congestion at the sidings and warehouses in all the producing districts, where the stocks will be delayed for months, says the Times Riga correspondent.

It is officially stated that 7,000 trucks of grain have accumulated at three junctions near Tambov.

Many have not been moved since November, with the result that the grain is rotting. 30,000 further tons of grain are waiting in warehouses.

The Commissar of Communications at Ruzutak declares that the Soviet has entered on a transport crisis which menaces the entire economic system.

The stocks of locomotives and trucks are exhausted and there is no means of repairing or renewing the trucks.

The shortage of trucks will presently reach 60,000.

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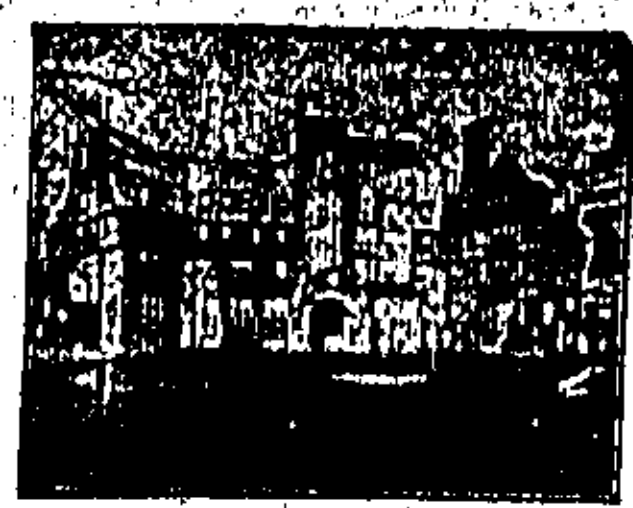
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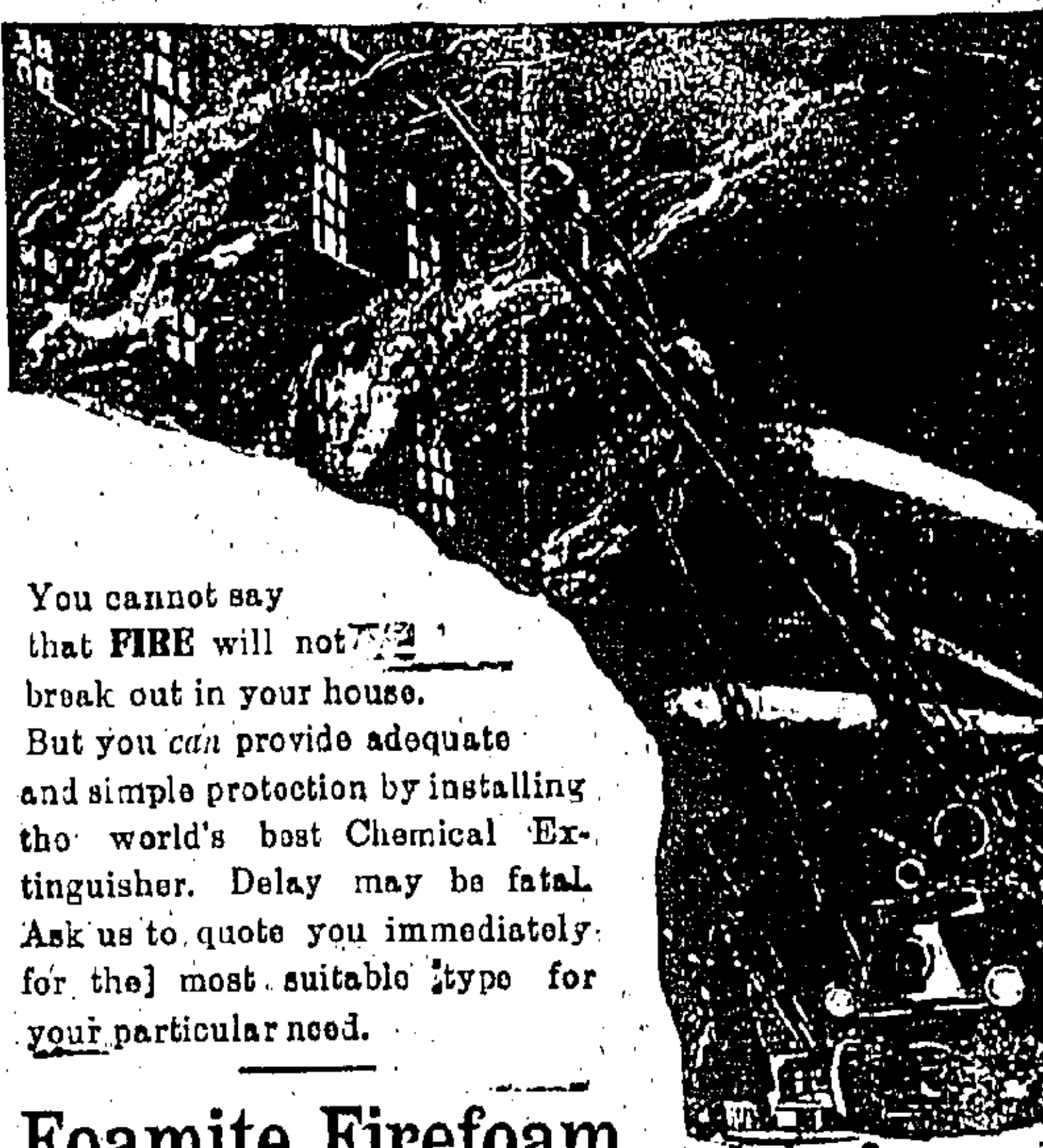
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THE EEL.

THE MYSTERY OF ITS PROPAGATION.

Dr. Johannes Schmidt, the director of the Carlsberg Laboratory, Copenhagen, has just started on a six months' survey of the Indian and Pacific Oceans, to complete his investigations into the life-history of the common eel. Until quite recently the mystery of eel propagation eluded all attempts to solve it. What was certain was that their breeding places were not in rivers or inland waters. Here fully developed eels live for years, but when from seven to 12 years old, and several feet long, the females leave the rivers and make for the open sea, where it was clear they had their breeding-places. But no one had ever seen an eel smaller than about 1½ in., much too big to be accepted as a comparatively new-born baby.

Believing that the breeding-places must be sought far out in the ocean, Dr. Schmidt began his search for them shortly before the war. When peace was concluded the Danish Government lent Dr. Schmidt a converted mine-sweeper, and in this vessel he ultimately found the long-sought spawning places of the eel in the vicinity of the Sargasso Sea. Here he found the veritable eel larvae, less than half-an-inch in length, only one-third the size of the smallest ever before seen. The Atlantic breeding-places lie between 65 deg. and 48 deg. W. longitude and 20 deg. and 30 deg. N. latitude, and here the eels spawn in late winter and spring, the larvae being in huge masses through which the nets can only be drawn with difficulty. In April they are half an inch long, in June an inch, and in the early autumn about 1¾ inches. During the following winter they migrate east and north-east, and in the summer, then 3 inches long, are found in the Mediterranean and off the coast of Europe. They then diminish in size and become eiders, finding their way into the rivers when about three years old, travelling inland, and often forsaking the rivers for ponds, which they reach by wriggling across the grass. In fresh waters they grow in size and live for years, until a stage is reached when the call for the open sea becomes too strong to be resisted, and they return at great speed to the ocean and their spawning ground in the Sargasso Sea. The extent and duration of eel larval migration has so far been in the animal kingdom, and among fishes the eel is the only example known whose propagation and development covers so immense an area of the globe. How he solved this zoological mystery Dr. Schmidt explained at the Liverpool meeting of the British Association three years ago, and now he is about to complete the work he has been engaged on for the last 20 years by a similar patient investigation of the eel regions of the Indian and Pacific.

George Duncan played magnificent golf in the Guildford Alliance 36-holes competition against bogey at St. George's Hill recently. Handicapped at plus 2, he won the Larnaque Cup with a return of 2 up. At the end of the first round he was the only player to have finished square with bogey, and he led by a hole from J. L. Turner, of Epsford Heath. In the second his play was even better, and he was round in 72. He lost four holes to bogey, but won six, two of them being "eagles" (two strokes better than bogey).

SPECTRAL CONTINENT.

EXPLORERS' VISION OF GIANT PEAKS AND HEADLANDS.

Is there in the Arctic region a vast unexplored continent, of over a million square miles in area, which awaits discovery by some modern Columbus?

Or are the peaks and headlands which have been sighted by explorers merely a spectral illusion of the Arctic wastes?

In an interesting article in *Chambers' Journal*, Mr. Paul Tyner deals with this fascinating possibility.

It is generally believed by Arctic explorers that somewhere to the west or the north-west of Axel Heiberg Land there lies a vast unexplored island.

Mystery Land.

This unknown region is estimated to be about 1,000,000 square miles in area.

Relatively speaking, this land is as yet unknown, as was the Continent of America to Columbus when he set sail from Spain in quest of a western passage to the Indies.

Its discovery may bring as big surprises to the denizens of Europe, Asia, Africa and America in our day as the surprises which the Spanish Conquistadores came upon in the discovery of Mexico, of Aztecs and the Peru of the Incas. This land may prove to be the home of flora and fauna as yet uncatalogued.

Or more likely it may be a dreary waste of ice and snow, with no inhabitants but polar bears and seals.

On the assumption that this large area of land really does exist, it had been christened "Crocker Land" by Peary when he first sighted what he regarded as its great peaks and headlands.

Wiped off the Map.

Donald MacMillan went over the route traversed by Peary, and also sighted "peaks and headlands."

As he pursued them they vanished, so "Crocker Land" was wiped off the map.

Later on MacMillan made another expedition, and once more sighted the peaks and headlands; but, as before, they vanished when a gale blew up. But he found other indications of the existence of an enormous tract of solid earth, among other things variations in the tides which no other hypothesis could explain.

Between Amundsen and MacMillan it cannot be long before the world will have the satisfaction of knowing for certain whether "Crocker Land" is merely a mirage or another island continent like Australia.



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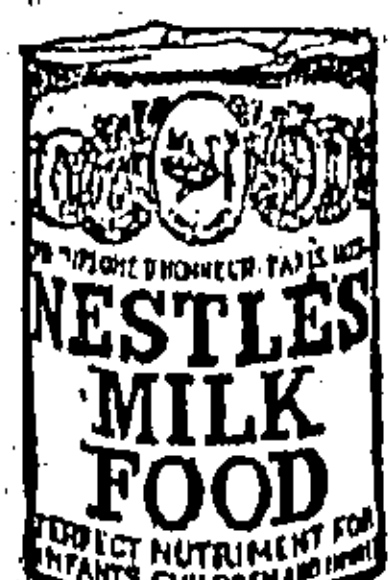
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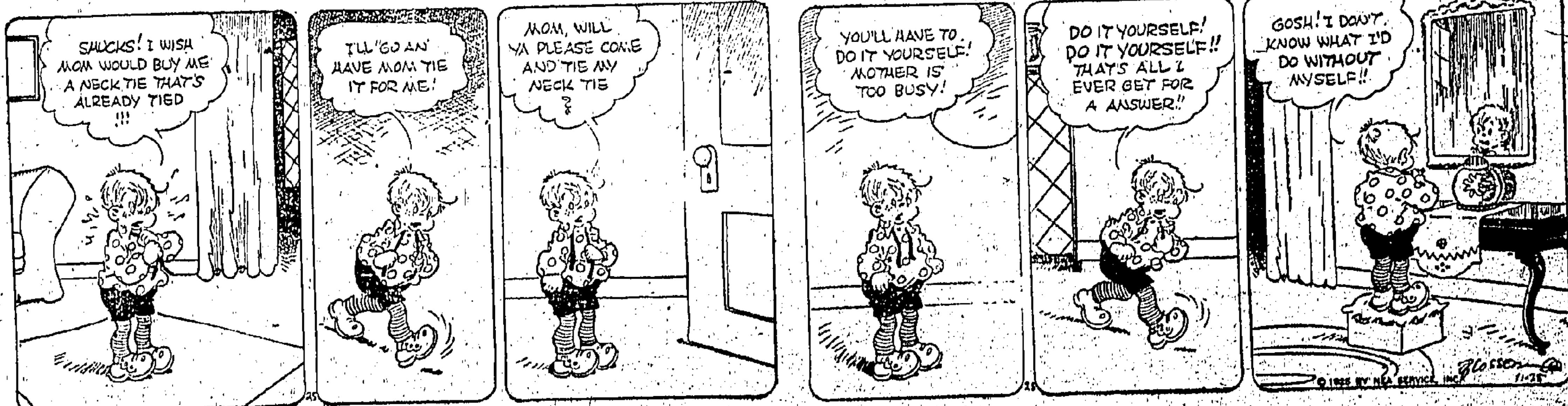
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The Telegraph.

SATURDAY, APRIL 10, 1926.

KOWLOON BUS SERVICE.

There are, and probably always will be, conflicting opinions as to whether it is better to grant concessions for public utility services to an exclusive monopoly or on a competitive basis. Without entering into the merits of the one or the other, we can welcome the broad features of the new policy decided upon by the Government in regard to the Kowloon bus service, if for no other reason than that it promises the people of the peninsula, at no distant date, far better transport facilities than are possible under existing conditions. We have always felt that in any new scheme to be applied to Kowloon, the pioneers of motor bus traffic on the mainland should be given some consideration, consistent with efficient service to the public. Now that the three companies have been offered a three-year concession, with probable extension of the period, there is every inducement for them to give more attention to their vehicles than they have been warranted in doing in the past by reason of the insecurity of their position.

The present type of bus in Kowloon is such that better vehicles have become an absolute necessity, and whatever else may be said of the Government's latest decision, it will certainly bring about a much-needed improvement in this respect. It would be interesting, however, to know whether the companies will be required to make any contribution to the Colony's exchequer for the rights which they will enjoy, for we have an idea that the scheme propounded by the special committee, which sat nearly two years ago, included payment to the Government of a certain percentage on gross profits. There were many other valuable points stressed in that report, such, for example, as the necessity for European supervision; the proper testing of drivers, not only from the standpoint of technical ability but also in regard to eyesight and general health; the desirability of drivers and conductors being properly uniformed, instead of doing their work in coolies' clothes; and the keeping of the interiors of the buses in good and cleanly condition. It is to be hoped that these and other matters urged in the report will be applied when the new arrangement comes into force; otherwise, there is a danger of the valuable

work done by the committee, over a period of several months, becoming nothing more than so much wasted effort.

One further point that is worthy of mention is the question of the size and weight of the buses. We notice that the Government favours a 30-passenger bus, but the point occurs to us that the existing roads in Kowloon may not be sufficiently strong to stand constant traffic by such vehicles, whilst in the matter of size it must be borne in mind that there are some rather awkward turnings on the peninsula, making it difficult to operate buses of any considerable length. This matter of the weight and size of vehicles was also the subject of special consideration by the committee mentioned, and we trust that the advice offered under this head is not being lost sight of.

A Practical Way.

In an American telegram to the *Manila Bulletin* it is stated that Washington will next week officially reply to the invitation of the League of Nations to attend a conference at Geneva in September to discuss the American reservations which, she says, must govern her joining the World Court, and that the reply will be to decline the invitation. The officials at Washington are, apparently, still determined to conduct their negotiations direct with the forty-eight other nations who are signatories to the Court protocol, and a later telegram from Geneva states that the officials of the League of Nations are astonished at the American attitude. It is now being indicated that the World Court itself may be called on for an advisory opinion relative to America's reservations, and this would possibly be the best way out of the difficulty. No Government has, as yet, taken an official position on the reservations, but certain unofficial opinions have been obtained which disclose such wide differences that it is considered hopeless for the American Government to deal individually with each member of the Court. If America maintains its attitude of separate negotiations, it will inevitably be a long time yet before she has a seat on the Court. In President Coolidge's speech delivered to the National Press Club, New York, on Thursday, he stated that the United States Government had taken the step favouring adherence to the World Court because it was the most practical method of exercising America's influence for the adjustment of international disputes, not by force but by reason, and we would (without any impertinence) suggest that the most practical method of getting unanimity on her reservations is for the United States to most representatives of all the other member nations in a parley at which those reservations can be discussed. It is not very practical to write Notes all round, get lots of possibly differing replies, and then attempt to secure unanimity by further Notes. A meeting at Geneva in September looks as practical as can be, to us, if only America can cease nervously shuddering at the mere mention of the League of Nations.

RAILWAY SERVICE.

THROUGH TRAIN ARRANGEMENTS.

An improvement in the Canton-Kowloon train service will be effected as from to-day. Up to the present trains on the Chinese section have stopped at Shumchun, where passengers are required to get off and cross the bridge to British territory in order to board another train this side. From to-day, the Chinese train will run to Lowu into British territory, arriving at about 12.15 p.m. An express train will leave Kowloon at 11.42 a.m. to meet this train, sending on passengers for Canton and taking Canton passengers back to Kowloon. The Kowloon express will arrive at Lowu at 12.22 p.m. Canton passengers should reach Kowloon about 2.30 p.m.

DAY BY DAY.

AN EFFORT MADE FOR THE HAPPINESS OF OTHERS LIFTS US ABOVE OURSELVES.—L. M. Child.

The *Gazette* contains the names of persons on the Dental Register. In all, there are thirty-one.

The Empress of Canada, which left Hongkong on March 19th, arrived at Vancouver on the 5th. instant.

Command Orders state that Capt. J. Charnock, A.E.C., has left for North China on Inspection Duty.

Thursday's health return shows two cases of typhoid fever, one being Chinese and the other Japanese.

Tenders are being invited for the conversion of three open steel framed sheds at Wanchai depot into an enclosed garage and Workshop.

Capt. N. C. D. Brownjohn, M.C., R.E., who arrived from Singapore by the P. & O. s.s. *Macedonia*, has been taken on the strength of the local command.

The following extract from the *London Gazette*, dated February 26th, is published in Command Orders for information: Lieut. D. J. Keating, M.C., to be Captain, January 21st, 1926.

There were 30 samples taken under the Sale of Food and Drugs Ordinance during the quarter ended March 31st. Of these, 40 were of fresh milk. All were found genuine.

His Excellency the Governor has appointed the Rev. H. R. Wells to be one of the German Missions Trustees, owing to the absence from the Colony of the Rev. T. W. Pearce, O.B.E., LL.D.

It has been ordered that the provisions of the Rents Ordinance, 1922, shall not apply in the case of the domestic tenement known as King Edward Hotel, standing on Section A of Inland Lot No. 1724.

The loss of a diamond ring valued at \$200 is reported to the Water Police. The owner left the Metropolitan Hotel yesterday with the ring in his pocket, and on arriving at the Station Hotel, Kowloon, found it was missing.

It is notified for general information that His Honour the Chief Justice has ordered that the next Criminal Sessions for the despatch of the business of the Court shall be held on Monday, 19th April, at 10 a.m.

His Excellency the Governor has appointed provisionally, and subject to His Majesty's pleasure, the Hon. Mr. A. O. Lang to be an Unofficial Member of the Executive Council during the absence from the Colony of the Hon. Mr. P. H. Holyoak.

Inspector C. F. Aris had an unfortunate accident yesterday evening. He was leaving the garage at the Water Police Station in his car, an Austin 7, and in manoeuvring struck an embankment and turned the car partly over. Inspector Aris was not badly injured although a medical man was called in to see him. The car was not damaged to any great extent.

Peking's poverty and misery grow apace, writes Mr. Rodney Gilbert to the *N. C. Daily News*. There has been a veritable epidemic of suicides in recent weeks and dog-eating is becoming so increasingly common that all dogs of worth are kept off the street and are guarded by their owners. A recent season of mild weather was followed by a few cold nights during which the police found many dead men, women and children in all quarters of the city—dead from weakness and physical exhaustion.

A most enjoyable social evening in connection with the Cathedral branch of the Church of England Men's Society was held on Thursday night, when there were present over 100 members and friends, the gathering including the Bishop, Sir Henry and Lady Pollock, and a large number of Chinese ladies and gentlemen. Mrs. Balcan played the violin, and songs were contributed by the Revs. E. W. L. Martin and J. Halward. Games were indulged in.

MIXED GRILL

A Merry Miscellany
Ashley Sterne

Yet another frog has been discovered in a lump of coal making the fourth this year (counting as a frog the toad found at Taff Vale), and Professor Barmion Crumpott, F.Z.S., has lately been experimenting to settle once and for all the mystifying problem of how life is sustained in these difficult circumstances. With a view to determining whether coal has the peculiar property of enabling animals to breathe in it, he succeeded, after much trouble, in burying the head of his tame giraffe, Gerald, in a barrel of coal-tar. But signs of imminent asphyxiation very soon becoming apparent, the Professor made a valiant but vain attempt to extricate his pet from its viscous environment. Gerald, however, had stuck fast; and if my friend hadn't had the presence of mind to send for the famous surgeon, Dr. Codley Verocyle, who immediately performed the operation of tracheotomy, there is little doubt but that Crumpott would have been to-day awaiting his trial for giraffe slaughter. The Professor is in hopes that Gerald will eventually eat his



way out to freedom, in which case it will clearly be established that animals imprisoned in coal subsist on the tar which is exuded.

Already, I see, various hints are being thrown out to Mr. Churchill for things to be taxed in his next Budget. A gentleman writing to the papers from a private hotel in Bloomsbury suggests a heavy tax on tapioca. "Four days in succession," he writes, "has tapioca been served at the luncheon table, and something ought clearly to be done to stop the unbridled use of this disgusting species of farina."

My sympathies are all with this gentleman. But I go even further, and declare that the serving of tapioca on harmless hotel guests ought to be made a criminal offence punishable with the cat, hard labour, heavy fine, and police supervision for life.

An extraordinary epidemic has been raging in Kittinging (Pa.). No fewer than 300 young men, of ages varying between 19 and 30, have gone completely bald, and the doctors of the town are absolutely baffled in their efforts to trace the germ responsible for this most distressing state of affairs. My own opinion is, however, that in looking for a germ, the doctors are on the wrong tack entirely. The hair-eating germ, as is well known, only battens on the heads of prosperous and middle-aged stockbrokers, professors, money-lenders, and bachelor uncles. The vital points to be ascertained in the case of each of these 300 depilated victims are:—

Are their wives bad-tempered? Is their telephone-exchange more than usually inefficient? Are they addicted to cross-word puzzles? An answer in the affirmative to any one of these questions would satisfactorily dispose of the whole mystery.

A new beauty-specialist has been found in London—a tattooer, who by means of electrical injecting-needles undertakes to change your complexion while

If that new land which speculatively lies in the Beaufort Sea north of Alaska does not get itself discovered before the end of the year, several expeditions are expected to offer a public accounting of the reasons for the failure. The one unanswerable reason would be that it isn't there. But the enterprising pilots of sea and air, who are eagerly competing to be first away from Point Barrow in the direction of this Ultima Thule, produce convincing charts, showing marine currents swirling and eddying above Siberia and Bering Straits in a way that may point to the

you wait to any hue you like. I hear it reported that already one gentleman well known in Society—the Hon. Skoaligh Binger—has sent for a shade-card, and is earnestly considering changing his customary ruddy complexion to a colour which won't frighten cows in the road. As a child, Mr. Binger unfortunately developed a morbid craving for raw bootroot and red mullet, with the result that they went straight to his head and endowed him with a complexion like a flowerpot. At any rate that's what he says.

The coming spring (says a column in a weekly paper devoted to male fashions) will be remarkable for the fact that no straw boaters will be seen hatters having decided that they are now obsolete. This decision, I feel must be commented upon in classic form. Ordinary verse is far too flippant a medium for conveying my emotion at this final passing of the dear old boater, and so I present you with—

A REQUIEM IN RONDEAU.

My old straw hat! I put you by.
And think, with many a stifled sigh,
On all the happy, halcyon days
We two have past. But fashion says
'Tis time time we parted, you and I.
So, faltering a last good-bye,
I gaze on you with tear-dimmed eyes.
We've reached the parting of the ways,
My old straw hat!
Ahl soon in dust my bones shall lie;
But when to Paradise I hie,
And o'er my head some angel lays



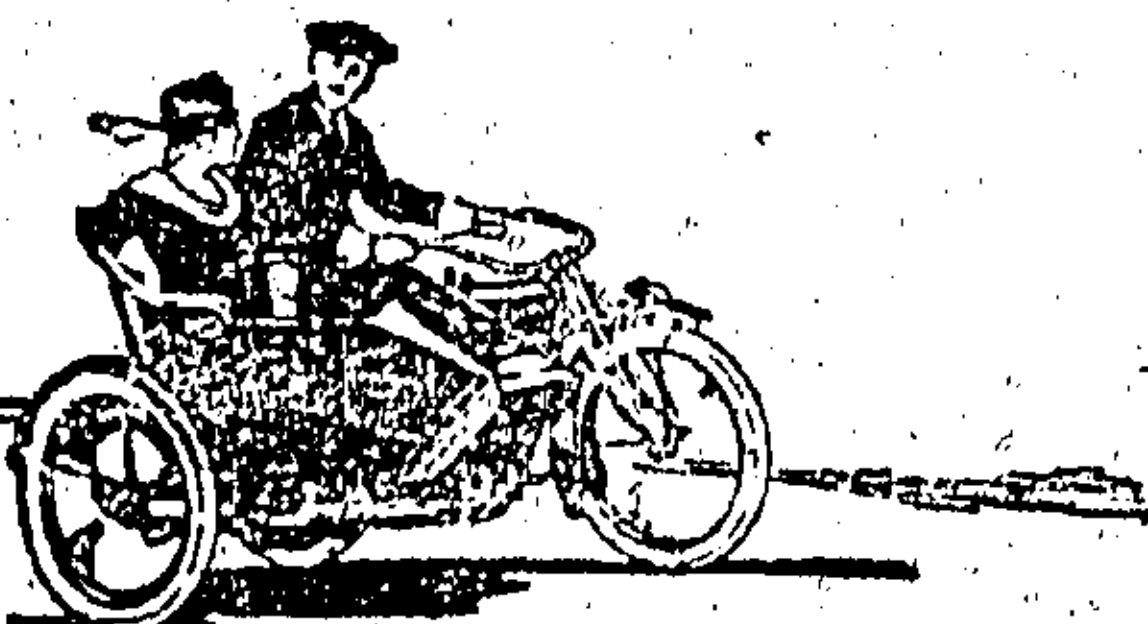
A halo of celestial rays:
"O, give me rather," I shall cry,
"My old straw hat!"

Synthetic wool now having made its appearance on the market, I presume it will not be long before the chemists put their heads together and invent synthetic mutton. Of course, there is already a synthetic mutton in use, but the secret of its manufacture is only known to seaside boarding-house keepers. It is handed down from generation to generation under the most terrifying oaths you can possibly imagine, and all attempts at analysis have so far failed. Only by inference has the basis of the recipe been vaguely hinted at—when Professor Anaesthesia Bilgewater announced to the Royal Society the singular and significant fact that in no seaside town was it possible to buy a pair of second-hand boots nor a skewer of cat's meat.

However, I doubt not that in course of time chemists will solve the problem, and while they are about it I hope they will simultaneously endeavour to invent synthetic hash. This will be a great saving in time. As Darwin long ago determined, hash is merely mutton of an older growth, a fact from which he deduced his famous theory of the survival of the fittest.

existence of formidable land masses where it has been assumed that only ice may exist. One cannot depend on open sea, it appears, for a distance of more than 200 miles, at the extreme, about Point Barrow, the northernmost point of the United States. That is why the aid of planes is indispensable, and the fact that American round-the-world fliers offer their aid betters the chance of attaining an objective more worth while than the rediscovery of the Pole. If there is land in the huge white space that exists on the best charts of the North, it is high time we knew it.

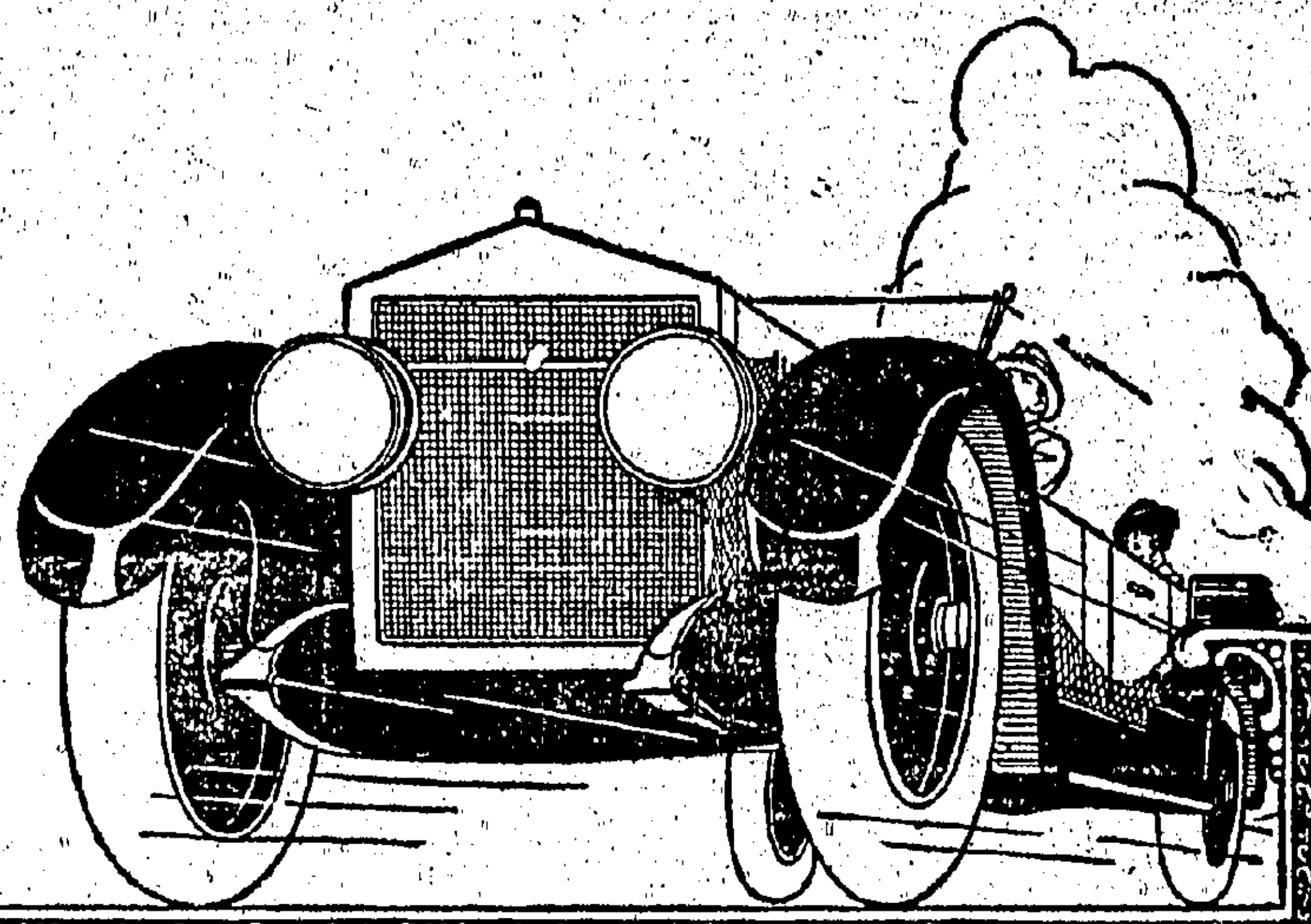
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.

SATURDAY, 10th. April, 1926.

(Being the Official Organ of the Hongkong Automobile Association).



CURRENT COMMENT

The H.K.A.A.

The privileges granted to members of the Hongkong Automobile Association should now be more than sufficient to attract every motorist in the Colony. Members may obtain expert mechanical assistance, legal advice and assistance from the Association's solicitors, a reduction of 5% on "Shell" or "Socoy" 10% on insurance premium, special reduced fares to either the R.A.C. or A.A. in London, special arrangements for transporting cars to England without the usual Customs troubles, the right to carry the Association's Badge, which is recognised by all Motoring Authorities throughout the world, free copy of the *Asiatic Motor* every month, and the assurance that their interests are watched and well cared for. The saving effected in the year more than covers the small sum of Ten Dollars annual subscription.

Motorists on Leave.

The Association has received many applications this year for letters of introduction to Royal Automobile Club and the Automobile Association at Home. This privilege alone is of the greatest assistance to residents who intend motoring in England during leave.

Fortunate Motorists.

The approaching summer brings with it the eager anticipation of the joys of picnics and bathing. In this respect it is the man who owns a motor car or cycle who derives the most enjoyment out of life. During the week a number of correspondents have again complained of the lack of suitable public bathing facilities, but such handicaps are unknown to the owner-driver who can drive out to delightful little beaches far beyond the "madding crowd." Motor vehicles have reached a stage where reliability and economy are assured and the initial outlay is the finest investment possible in the interest of health and pleasure.

Warning Signals.

We are glad to notice that the plea put forth in these notes that ambulances be equipped with distinctive warning devices, has at last borne fruit. There is no mistaking the sound of the bells which have been provided, and it only rests with the Traffic Department to ensure that drivers of other vehicles do pay instant heed to the road signals of Hongkong's ambulance service.

Motor Touting.

We are also glad to observe that the police are taking effective steps against drivers of private vehicles who offer their cars for public hire. In the majority of instances it appears that cars are used for this illegitimate practice unknown to the owners, but there are also instances which have been brought to our notice, of the employees of garages following the same procedure. In these cases it is to be presumed that the garage concerned is responsible, and whenever the fact can be established, firm action should be taken.

"Douglas" Cycles.

Motor cyclists will doubtless be interested in the announcement appearing elsewhere that Messrs. Alex. Ross & Co., Ltd., have been appointed agents for the famous horizontal twin "Douglas" machines. The older school of riders will remember the popularity of the first lightweight put out by this factory about the year 1910. Quite a sensation was caused by that model which, as far as we remember, was of 2 h.p. and sold for thirty-eight guineas. Since then the "Douglas" has been well to the forefront of British machines. It is interesting to note that the present lightweight model of 22 h.p. sells at very little in excess of the original 2 h.p. model, although the improvements are almost beyond comparison.

Po Hing Secrecy.

Since the protests against abandoning the much needed improvement at the Po Hing Theatre corner on the Coronation Road, there appears to have arisen a wonderful secrecy regarding probable developments. If the matter were not so urgent, it would probably be dismissed as an enlightening example of official foolishness, but rumour has it that officialdom really has discovered that the work is necessary and should be continued. Taking the bare facts of the case, the decision to abandon the work at a point when it was practically completed, was certainly beyond intelligent explanation.

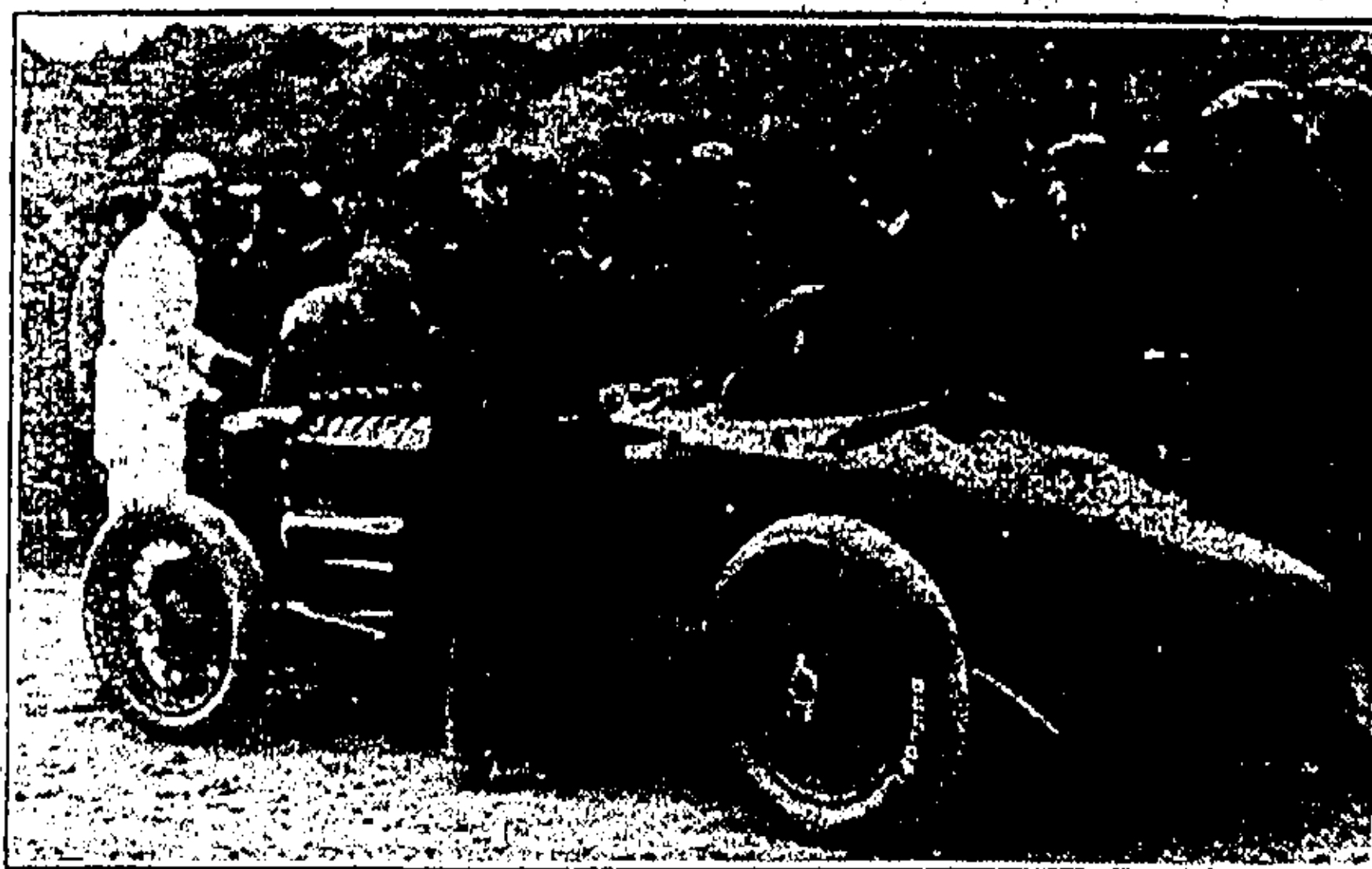
Weekly Motor Wants.

With the increasing number of motor vehicles in the Colony, it naturally follows that there should be a growing demand for both the sale and acquisition of second-hand motor cars and motor cycles. An owner-driver proceeding home on leave, may quite feasibly prefer to dispose of his car rather than leave it in detrimental idleness during his absence. There may be other reasons why he wishes to find a buyer for his present machine, and the question therefore arises as to which is the best method in which to achieve his object. That there are people who would welcome the opportunity of snapping up a bargain, goes without saying, and it is in order to bring these people in touch with each other that we have instituted a special weekly feature. We believe this will fill a long felt want, providing as it does, a specialised medium on a specific day of the week. As a matter of fact, the idea originated as a result of readers requesting us to insert small advertisements relating to motoring in this Supplement. The advantage of such a definite medium is at once apparent inasmuch as it creates a centralised means of sale or purchase. The fee is but a nominal one, and we confidentially look to our readers to support what should prove to be a valuable innovation.

FLASHY COLOURED AUTOS.

Solid black and dark blue finishes, that have prevailed for many years on automobiles, are slowly giving way to colours both inside and outside. The coming spring will show the greatest variety of hues and tints known to the automobile industry.

RACING CAR TRIAL TESTS.



Major H. O. D. Seagrave who was compelled to abandon his attempt to set up a new speed record owing to the engine of his car having developed a fault during trial tests. The car on the Southport sands.

CORRESPONDENCE.

Sir.—As a member of the Hongkong Automobile Association, I should like to suggest through the appropriate medium of its weekly organ, that quite a useful purpose would be served if an annual dinner could be held. Motorists should make a point of getting together occasionally because it all helps towards making life on the road a little more friendly. At such functions there are sure to be helpful suggestions, and possibly little challenges thrown out which would prove to be the seed for interesting, sporty and instructive competitions. I do think that the Association might well make an effort to promote little events which would bring members in touch with each other. I feel sure that his Excellency the Governor would enter into the spirit of instructive trials, as did Sir Edward Stubbs.

I appear to have strayed from the original plea for a dinner, but that is because such a function seems to be the natural occasion upon which to work up a little enthusiasm for outdoor functions.

Hoping you will further the suggestion, and enclosing my card,

Yours etc.
AUTOFUN
Hongkong 7th April, 1926.

LOWER GOV'T PARK FEES.

Reductions by more than one-half in the fees charged for automobiles entering seven national parks is announced by the U.S. Interior Department. The larger parks affected include the Yellowstone National Park in Wyoming, where the fee is reduced from \$7.50 to \$3; the Yosemite National Park in California and the Glacier National Park in Montana.

CRANKS CAUSE INJURY.

Thousands of motorists, whose automobiles do not have self-starters, are injured every year because they do not know how to crank the machine. Always pull the crank up, not down, and don't spin it unless absolutely necessary. When grasping the crank place the thumb on the same side of the handle.

CAPE TO CAIRO MOTORING.

A 13,000 MILES ADVENTURE.

(By H. Massie Baist, in the *Observer*.)

A thrilling story of motor touring is due to be unfolded in London on February 10, when the Hon. Sir Arthur Stanley, chairman of the Royal Automobile Club, will preside at a dinner to welcome home Major and Mrs. C. Court Treant on their successful completion, on Sunday last, of a 13,000-mile motor tour on two Crossley cars, largely through unknown Africa, which started from Cape Town as long ago as August last. Though the details are not available yet, it is known already that theirs is a tale of many hardships and some perils, encountered alike from floods and from beasts of prey, the blazers of this motor trail having been cut off from all outside communication for long spells.

The aims of the expedition were to investigate the possibilities of establishing a great central trans-African highway from south to north; also to obtain scientific data, information concerning the habits and customs of unknown tribes, and to make a cinematograph film as a permanent record of this previously untraversed route. Mrs. Court Treant's particular object was to make acquaintance with native women. She has got much information of unique interest, which is all the greater triumph in face of her being physically a slight woman. She is, however, none the worse for her journey; nor are the two sturdy British-built Crossley cars.

Speedometers.
In regard to the cases of wrongly adjusted speedometers whereby cars appear to their owners to be travelling faster than is the fact, to which attention was drawn in these columns a fortnight ago, the "Motor Trader" says:—

The allegations are so widespread in the trade that we would suggest their investigation by the Importers' Section of the Society of Motor Manufacturers and Traders. If the section considers it advisable, it would be an easy matter for arrangements to be made with the Royal Automobile Club for surprise tests to be carried out. Clearly there is urgent need for a careful investigation as to the truth, or otherwise, of these suggestions; and if it is proved that "taking the

airs, or trader, severe measures should be adopted to put a stop to it.

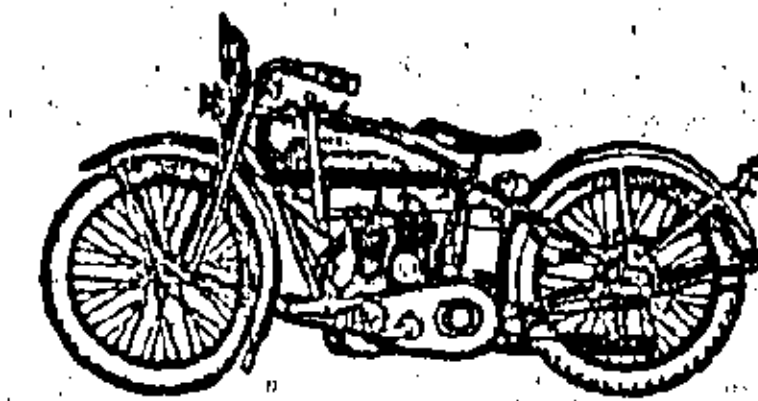
I would add that the most general of these settings gives 10 per cent. excess reading up to a certain number of miles per hour, and 20 per cent. exaggeration thereafter.

Battery Service.

In these days of owner-driven cars the need for service, alike for accessories and for machines, grows apace. This has been early recognised by the Chloride Electrical Storage Company, which commenced by the opening of a small depot in Romney street, Westminster, ten years ago, and which has to-day so many Exide Battery Service Stations that a large scale map of these Islands with a drawing-pin indicating the location of each appears to be completely covered in parts. Yet the company has just enlarged its service in the Metropolitan area by taking over one of the garages used until recently by the London General Omnibus Company at Lexden road, Acton, where the accommodation is over 25,000 sq. ft. on the ground floor alone. Here are stored all manner of batteries alike for car service, for use in vehicles propelled by electric energy, for wireless sets, and for country-house installations. Spare batteries of various types are available for the immediate use of motorists who cannot afford to lay their cars by, while a lengthy repair, due to accident or what not, is made to the battery standardised with it. Perhaps the best indication of the scale of the establishment may be drawn from the fact that the charging room itself has an area of 8,000 sq. ft. of floor space, being the largest for this purpose put into use in this country.

British Body Invention.

The exigencies of time and space preclude my making more than a bare mention this week of the very notable new body-building principle evolved by Messrs. Gordon England, Ltd., of Felsham road, Putney, S.W.16, that is revolutionary in coach-building practice, being absolutely rigid yet permitting of the extreme of chassis distortion, half the weight of conventional coachwork yet much stronger, and equally suitable for metal, wood, or fabric-paneelling schemes, utterly without prejudice to any shape designed by the individual car buyer. In standardised form, too, these body schemes, which are a thorough engineering job, can be built at strictly competitive costs for any size of car. The firm will grant licences to coach-builders.



70-80 SWIFT MILES PER GALLON.

We are pleased to announce that by the

S. S. "EMPRESS OF ASIA"

We received two models of the famous

HARLEY-DAVIDSON SINGLE CYLINDER
OVERHEAD MOTORS

Model AAE—Equipped with a hand operated clutch, footrests and speedster type handlebars.

Model AA—Equipped with a foot operated clutch, footboards and the touring type handlebars.

DROP IN AND ALLOW US TO DEMONSTRATE
THESE WONDERFUL MACHINES.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

2, Kwong Wah Road, (Opposite the Steam Laundry), Kowloon.



Mobiloil

Make the chart your guide

It's a long distance from the horse-whip to the self-starter from the dashboard to the one-piece windshield.

Likewise there is little relation between "just oil" and a Scientifically Correct lubricant such as Gargoyle Mobiloil.

Gargoyle Mobiloil is not a by-product in the manufacture of gasoline and kerosene. It is not made from the residue left after the more profitable products have been extracted. That is why there is little relation between Gargoyle Mobiloil and the "just as good as" motorcar engine lubricants offered at lower prices.

Cutting quality may save in manufacturing cost and justify a low price; but it necessitates a reduction in the service rendered.

Gargoyle Mobiloil costs not only less to use, but it represents greater value from the standpoint of actual results secured.

Drain the crankcase while the engine is hot, and refill with the Correct Grade of Gargoyle Mobiloil, as specified in our Recommendation Chart. The effect is similar to adding extra cylinders to your engine—new speed, new power! Your car will soar up hills in high and zip through mud and sand.

VACUUM OIL CO.

SEVEN-YEAR LICENSE.

The Michigan Automotive Trade Association has endorsed the plan of having the state issue seven-year license plates for automobiles.

TRAFFIC TO DOUBLE.

Traffic surveys indicate that the number of autos to be found on our highways in 1930 will double the present count.

ANNOUNCING

THAT WE HAVE BEEN APPOINTED
SOLE AGENTS FOR THE FAMOUS

Douglas MOTOR CYCLES

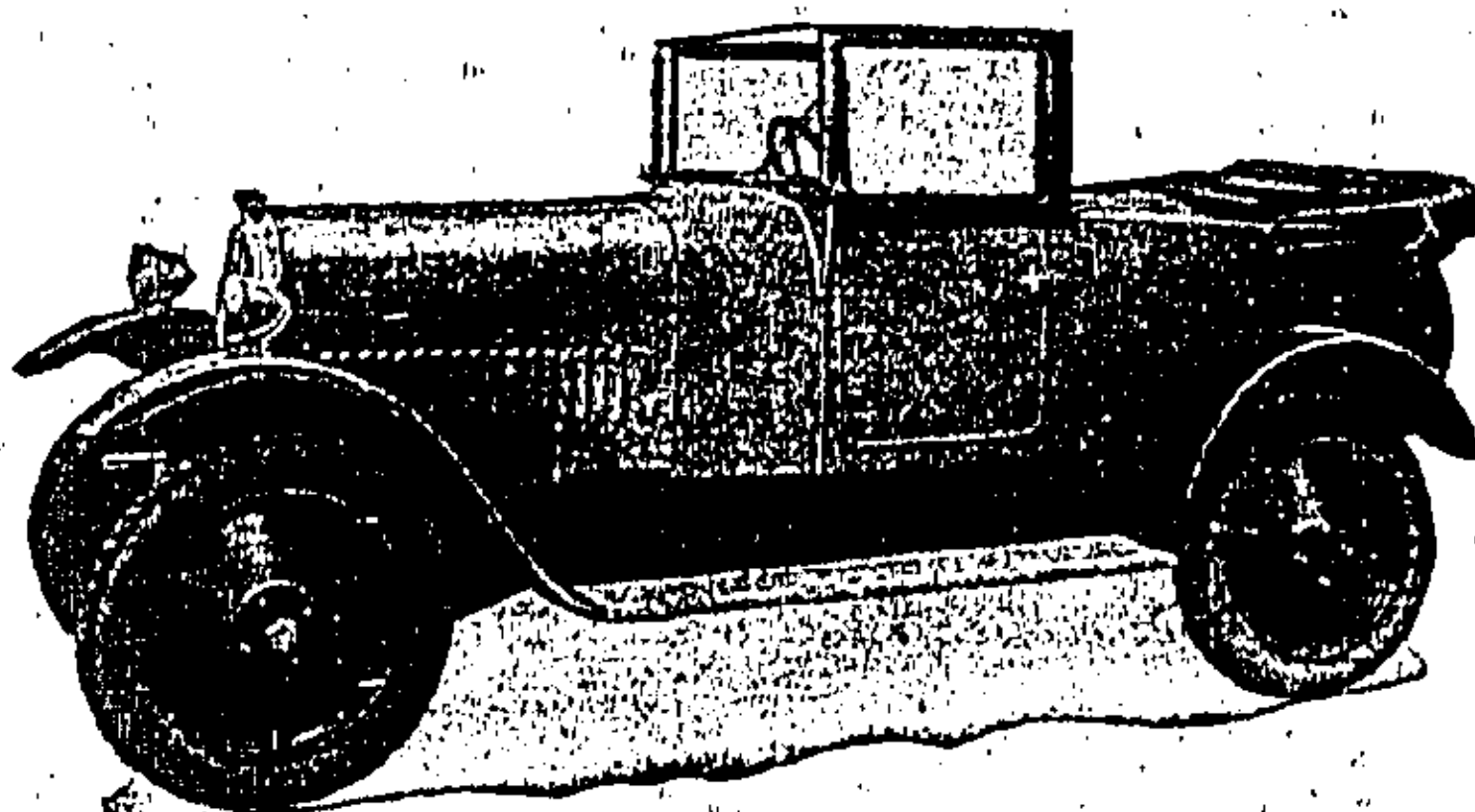
Full Particulars Upon Application to

Alex. Ross & Co. (China), Ltd.

BANK OF CHINA BUILDING and 1A, CHATER RD.

G. W. K.

THE EASIEST CAR TO DRIVE



Ideal for Hongkong
10.8 H. P. (Four Seater)
A Gear for Every Gradient
\$1,650 Ready for the Road

Full Particulars from:-

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.



White Lines on Highways.

The British Ministry of Transport have circularised local authorities calling attention to the need for uniformity in the methods to be adopted by the authorities in regard to the use of "white lines."

The Minister says he is convinced that the experience already gained tends to show that the "white line" is calculated not only to reduce the number of accidents, but also to assist materially the work of the police. The authorities are advised before having "white lines" laid down to consult the police in the district.

The New Road Material.

The latest thing in road material is aluminium, or, rather, bauxite, the ore from which aluminium is derived; and, as France is peculiarly rich in bauxite, her roads will no doubt soon be metalled in more than a figurative sense. The process consists in melting down limestone and bauxite. The resulting liquid is reduced to powder when it has solidified, and then forms a very malleable and easily transportable road dressing. It is boiled down again on the spot, spread on the road and dries in a day. It is even said to present a non-skidding surface.

10 Miles Speed Limit.

When a London motorist was fined £2 at Croydon yesterday for driving a car at over ten miles an hour in London-road, Mitcham, he protested at cars being stopped in controls when the road was clear.

He suggested that the Automobile Association should get 10,000 cars and run them about London for three weeks at ten miles an hour.

Traffic would then become so completely dislocated that speed controls would be abolished.

Courtesy Not Popular.

A survey of the reaction of the average motorist toward rules which have been reduced to writing and those which exist by common consent and expediency, revealed a pronounced tendency to neglect the unwritten maxims of safety, with the result that many drivers display recklessness but still remain "within the law."

Rolls-Royce Dividend.

The directors of Rolls-Royce, Ltd., announce a profit for the year ending October 31st, 1925, of £105,000.

It is proposed to pay a dividend to the shareholders at the rate of 8 per cent.

A Sunbeam to the Fore.

On Saturday, January 9th, at the Southport Motor Club's first race meeting of the year, Major H. O. D. Segrave, on a 2-litre Sunbeam, secured four firsts in four events.

Describing this performance as "Segrave Sweeps the Sands," a well-known motor journal, in its account of the meeting, said: "H. O. D. Segrave's 2-litre Sunbeam ran home with almost monotonous regularity and made other cars look slow by comparison, so great was the lead that it obtained even on the mile course."

Britain's Latest Bomber.

The new day bombing aeroplane—the Hawker "Horsley"—is shortly being adopted by the Royal Air Force.

It is intended to fly at a height of four miles, with a mean speed of 100 miles per hour when carrying a full load of bombs.

The machine is driven by a 650 h.p. Rolls-Royce "Condor" engine, a type which is now coming into general use with all the latest military and commercial aircraft.

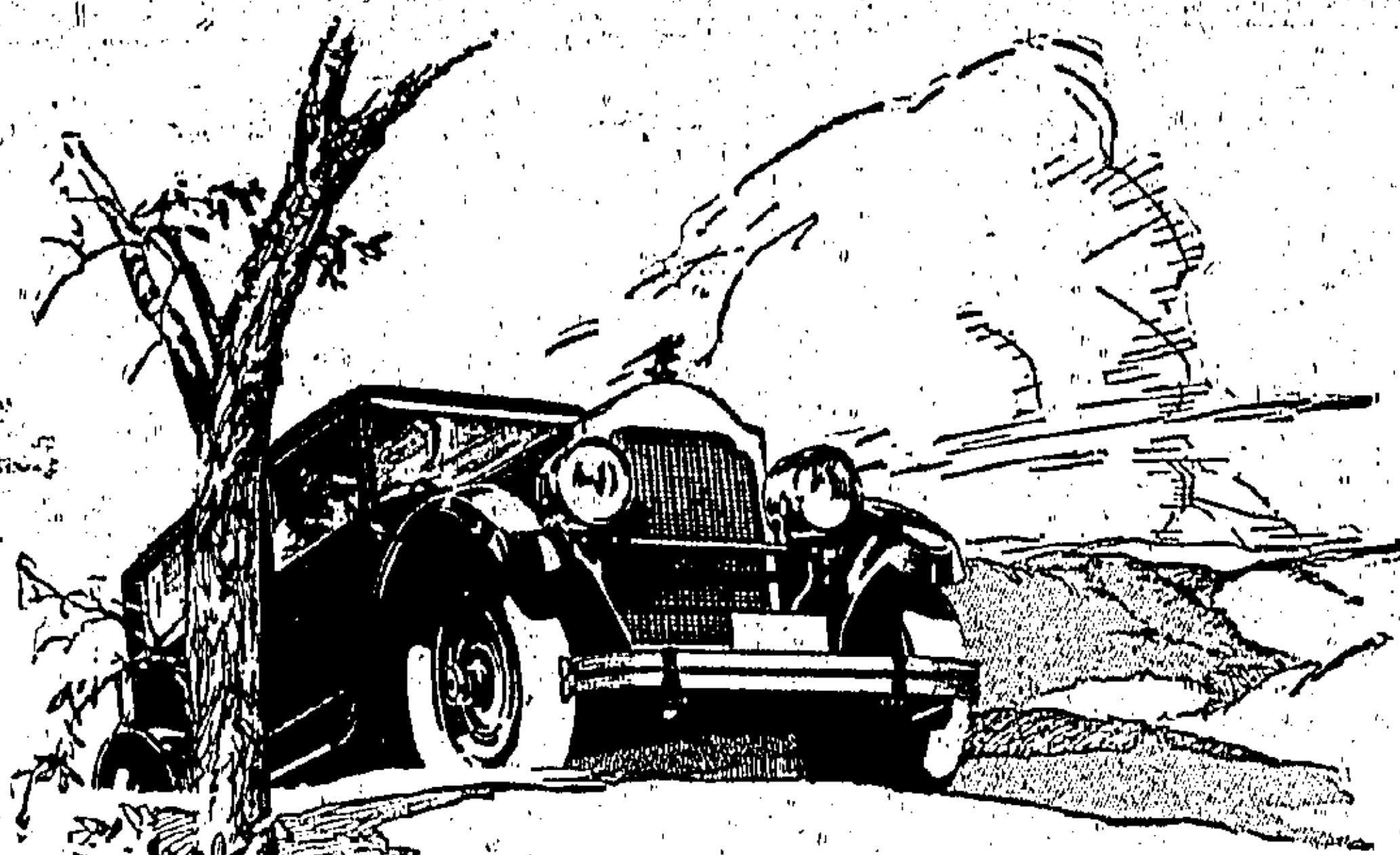
Trams Versus Omnibus.

The tram versus motor bus controversy continues to arouse as much interest as ever in England. During the last year or two many efforts have been made in the way of special legislation to protect the tramways. But, as *Motor Transport* says, if they are worth preserving surely they should be able to stand on their own merits, omnibuses or no omnibuses, if they cannot justify their existence, they are bound to disappear, protection or no protection.

1926 Prophecies.

The *Motor Cycle* recently published forecasts by well-known British motor cyclists regarding the outstanding achievement of the new year, and it was surprising to note the large number who prophesied that superchargers would come to the fore in racing.

The firm that originally owned the rotorship Buckau in Germany has gone into liquidation and has sold the Buckau to a company with which the inventor of rotors is connected. The Buckau, it is evident, has not been a commercial success. It has been employed between Hamburg and Danzig, and it is stated that the ship has proved herself quite seaworthy, although she has cost as much to run under rotors as under power. Whether there is anything in this new idea, therefore, beyond the rather interesting demonstration that revolving towers can propel a floating vessel seems to be doubtful. Herr Flottner—the inventor of the rotors—told the *Berlin* correspondent of Lloyd's List that a 3,000-ton ship is being constructed specially for rotor propulsion. She is to be ready about July. Of course, rotor-towers were only grafted on to the Buckau. She was not designed for the purpose. It may be therefore that rotors have not had a proper chance and may be found of some use. But it seems long chances against their being found of much more use than sails or of their ever competing



PACKARD

"REPUTATION is never earned
—it is always being earned."

A champion must at all times be ready to defend his title.

Each year come new contenders.

Reputation arises only from repeated victory.

Through the vicissitudes of twenty-five years of quality car manufacturing, Packard has emerged again and again acknowledged leader of its class.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley.
Tel. C. 1246 or 1247 Hongkong.

ONLY PACKARD CAN BUILD A PACKARD

DODGE BROTHERS

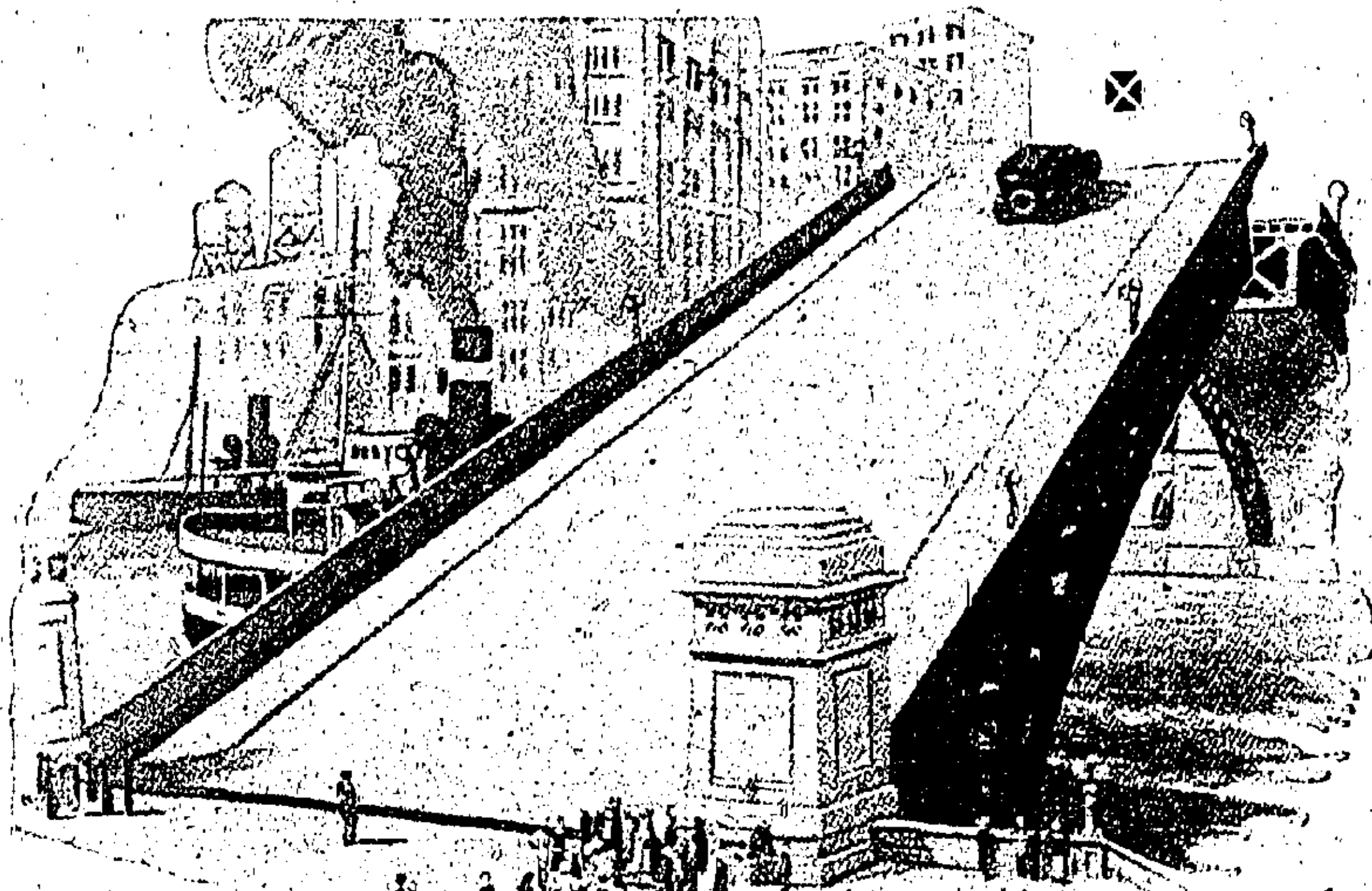
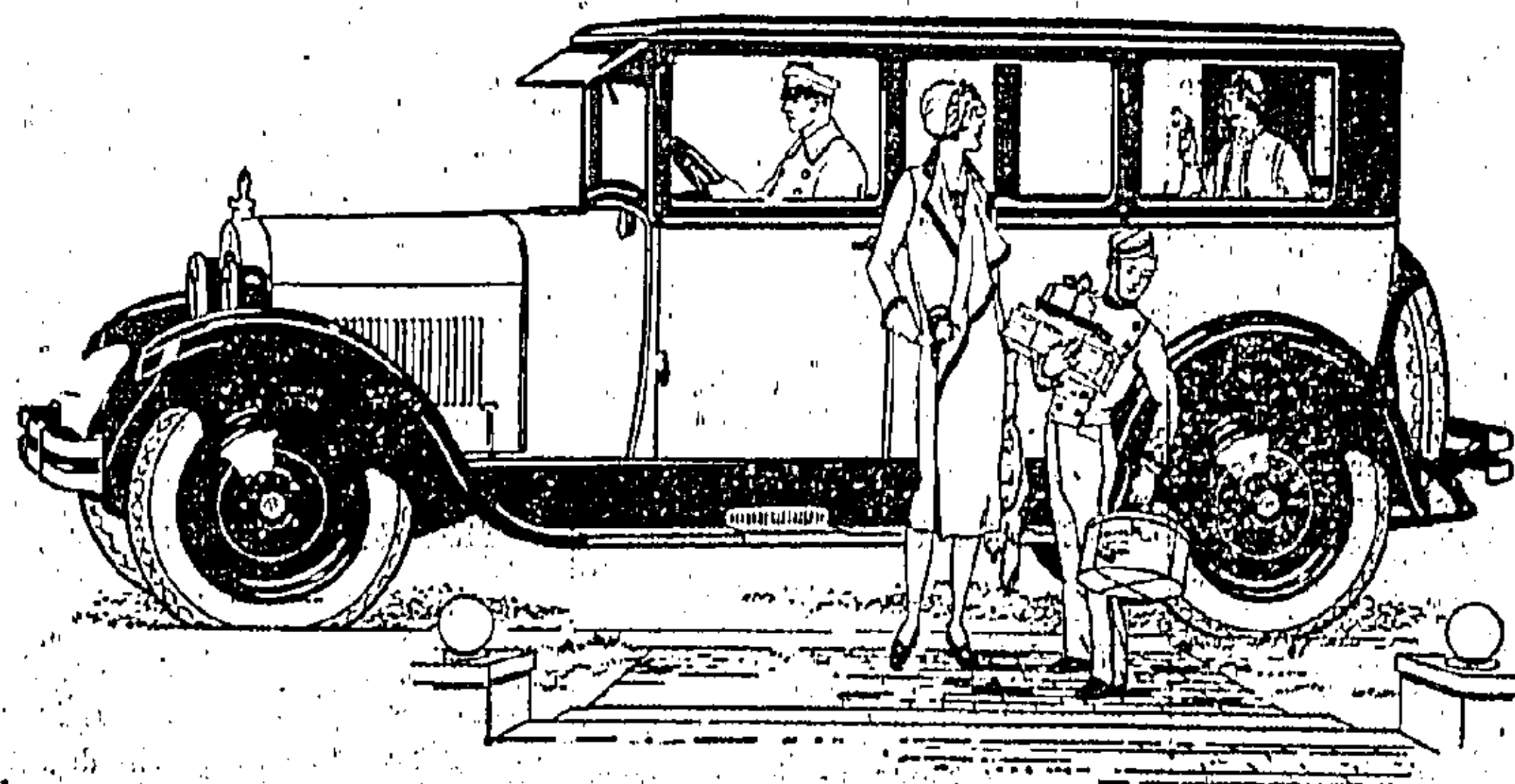
SPECIAL TOURING CAR

Built to withstand unusual service, it is not remarkable that under normal conditions, its reputation for long life is unprecedented.

The special equipment is complete, and yet—because of Dodge Brothers large production—the extra cost is impressively moderate.

THE DRAGON MOTOR CAR CO. LTD.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY ... TEL. C. 1246 or 1247



Up a 12% Grade in high

Faced by a drawbridge, opened until its roadway presented to you a 12% grade, you would decide immediately that no car on earth could climb such a height in high. Railroad engineering limits its grades to 4%.

But the Better Buick, with its 75 horsepower Valve-in-Head engine, can stop dead still in front of a 12% grade—then start in high gear—and lift itself to the top—gaining speed all the way.

The Better Buick is a remarkable motor car. Its horsepower is only one of the many new features added to the Buick qualities you have known in the past. New reliability is assured by the "Triple Sealed Engine." (Air cleaner, gasoline filter and oil filter). New comfort is found in more spacious, more luxurious body interiors. New smartness is apparent in body profiles and Duco color combinations.

And Buick value leads the world. At its price, this better motor car is the year's most attractive motor car investment.

**THE HONGKONG & KOWLOON TAXI
CAB COMPANY, LIMITED.**

33-35, Des Voeux Road ... Tel. C. 1030.

the Better Buick

TRIUMPH

The 1926 is the Most Improved of Cycles.
New and more rigid frame.

New Clutch with double adjustments and many other improvements worthy of note.

The new 1926 Model P is superior to last year's cycle in detail and performance.

Stocks carried.

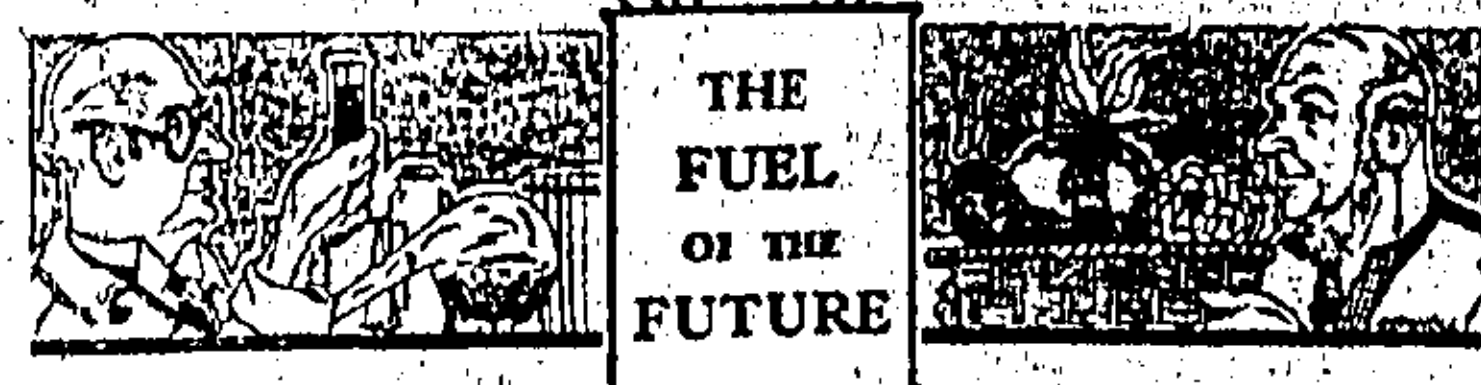
Call in and arrange terms.



DISTRIBUTORS:

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Bank of China Building Hongkong.



How many people, reading that the world production of motor cars is increasing by leaps and bounds, pause to think about the fuel supply of the future. Assuming that in course of time every civilised country reaches as high a percentage of car owners as exist in the U.S.A. at the present time, how long will it be before the world supply of petrol is exhausted or becomes so depleted that its price becomes prohibitive. This is not an alarmist theory, but contains such a high degree of probability that the problem is indeed an arresting one.

Official Investigation.

As evident of the importance attached to this matter in official circles we have the fact that since 1915 the Special Fuel Research Board of the Government Depart-

ment of Scientific and Industrial Research has been conducting experiments in the production of power alcohol from root crops.

The third memorandum or report of this special Board has recently been issued and contains many statements as to the experiments conducted and results achieved. As might be expected the Board has confined its work entirely to the production of power alcohol, and has not concerned itself with the problems that would be bound to arise in the conversion of an engine adapted to the use of petrol to an engine that could be run on alcohol. That, of course, would be a matter for the automobile engineers, and there seems to be little doubt that a more or less gradual change could be effected without any great difficulty.

Produced From Roots.

The Board was emphatically of the opinion that the growing of grain in this country for the special purpose of using it for the manufacture of power alcohol was "unthinkable," and it stated that in its opinion, if power alcohol is to be produced at all in Great Britain or in Ireland from vegetable materials other than waste ones, it must be from a root or tuber of some description. The roots and tubers on which the Board has been working, and which it considers as being most suitable for the purpose, are potatoes, mangolds, and Jerusalem artichokes. In fact it goes so far as to state that these are the "only possible raw materials which could be grown in Great Britain and Ireland for the production of alcohol for power purposes."

It is well known that potatoes have often been advocated as the source of an alcohol fuel supply, but the conclusion came to was, that it was very unlikely that they could be grown at a price that would make it possible to obtain alcohol from them for use as an alternative to petrol at anything approaching its present price.

It was found that one ton of potatoes produced 20 gallons of 95% alcohol, so that every £1 costs to grow a ton of potatoes is equal to one shilling on a gallon of alcohol for raw material alone.

Potato Alcohol.

The mangold is of course an easier crop to grow, but it only produces eight gallons of alcohol to the ton. Against this there had to be set the fact that the average yield of mangolds per acre is more than three times as heavy as that of potatoes. The price per gallon for potato alcohol (on the raw material) was seven shillings a gallon, whilst mangold alcohol was only three shillings and ninepence.

The Jerusalem artichoke gave a yield of about 19 gallons to the ton, and an average crop is about 12 tons to the acre. It is also possible to prepare cellulose of a pure and resistant nature from the stalks of the plant.

Summing up the whole report, it at once becomes obvious that the production of alcohol for fuel purposes on a large scale is, at any rate, a practical possibility even if the price would be rather high compared to the present charge for petrol.

A Heartening Recollection.

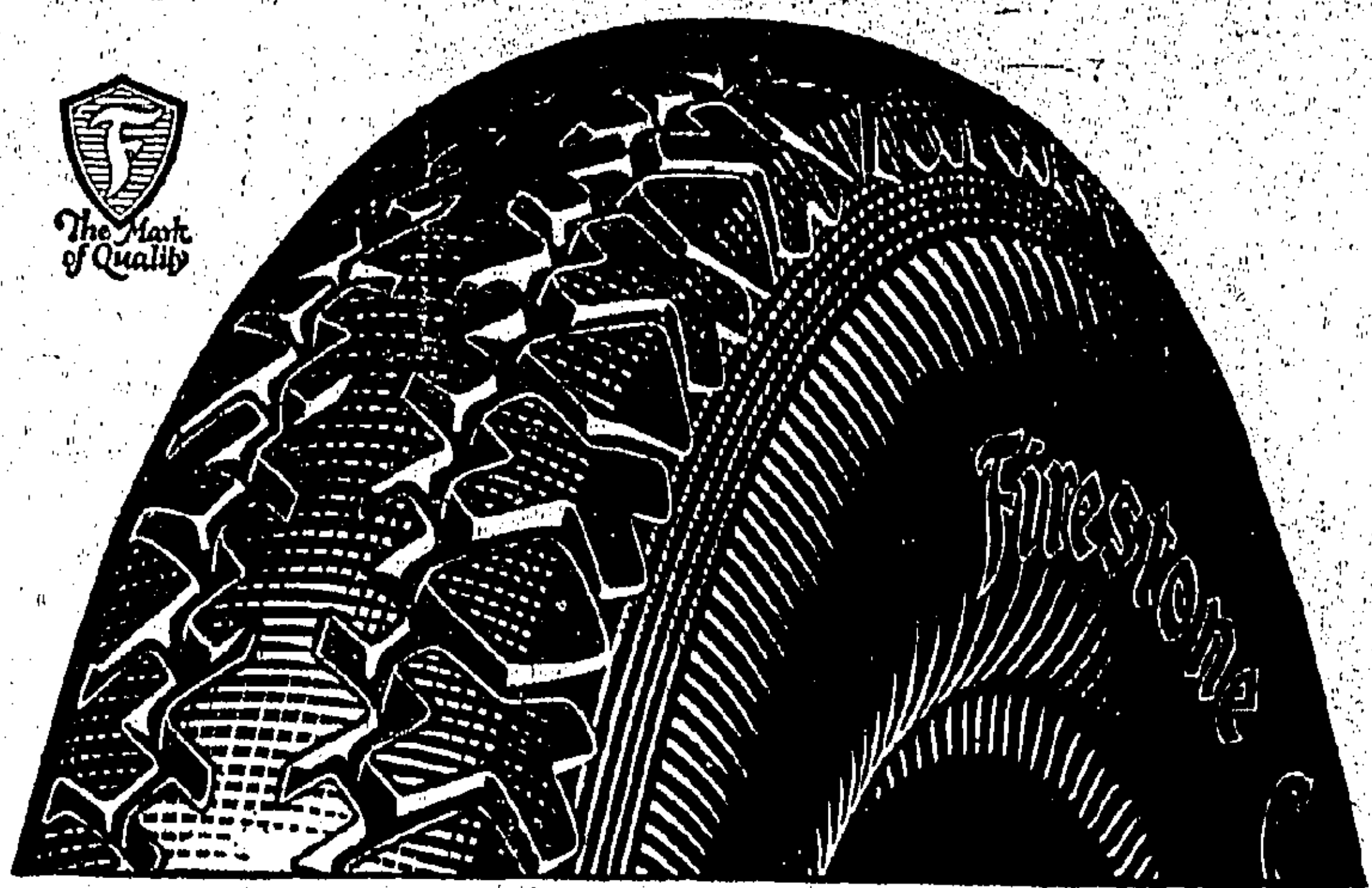
In view of the impossibility of estimating how long it will be before the supply of petrol is exhausted, it is at least reassuring to learn that we should be able to run our cars on alcohol.

It is also gratifying to realise that quietly, and behind the scenes, as it were, a Government Department is working scientifically, and withal, resolutely, at a problem that in the years to come may well be a matter of vital concern to every motorist in the kingdom.

(By special permission of "The Morris Owner.")

GETS JAIL SENTENCE.

The Kentucky supreme court struck a severe blow at auto thieves when it sentenced a man to two years at the penitentiary for receiving a stolen car.



A Heavy Duty Tyre for Continuous High Speed

The Firestone Heavy Duty Pneumatic for Lorries and Buses is built extra size and Gum-Dipped for extra strength. This Firestone process insulates every fiber and cord with rubber, thus reducing friction—keeping these big tyres cool in hard service.

Improved non-skid tread gives unusual traction. The side walls

are of the same tough, slow-wearing rubber compound as the tread. Centre rubber strip increases mileage by aiding balance in design and preventing strain on the carcass and cushion.

Other Firestone features further contribute to safer and more economical bus transportation and highway haulage.

MOST MILES PER DOLLAR

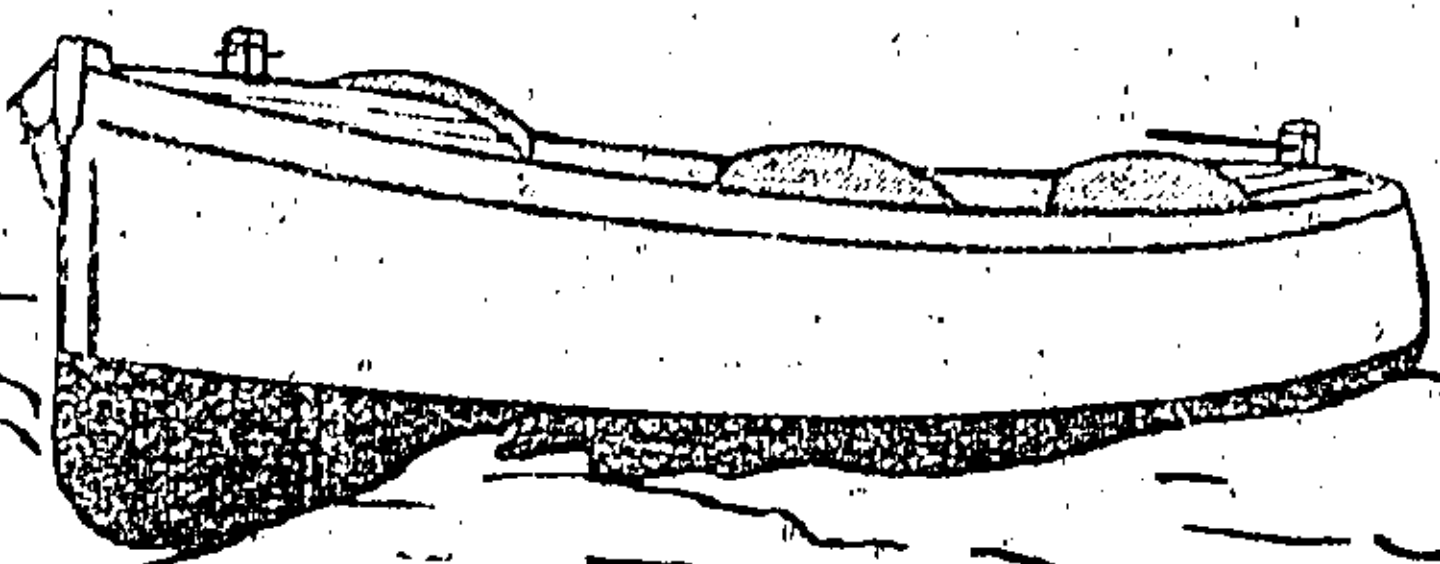
Firestone

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THE AILSA CRAIG HARBOUR LAUNCH

SPEED 7 KNOTS.



BRITISH THROUGHOUT

COMPLETE \$2350 DELIVERED HONGKONG

Sole Agents.

DODWELL & Co., Ltd.

Two Major Advantages Studebaker Alone Offers

1—One-Profits Value 2—Unit-Built Construction

THERE are only two manufacturers who actually build their cars complete—make all their own bodies, engines, clutches, steering gears, differentials, springs, gear boxes, axles, gray iron castings and drop forgings.

One of these is Ford in the low-priced field. The other is Studebaker in the fine-car field.

Because we eliminate the extra profits and overhead that many other manufacturers have to pay to outside parts and body makers, we are able to use finer materials and workmanship—yet charge no more than competing cars.

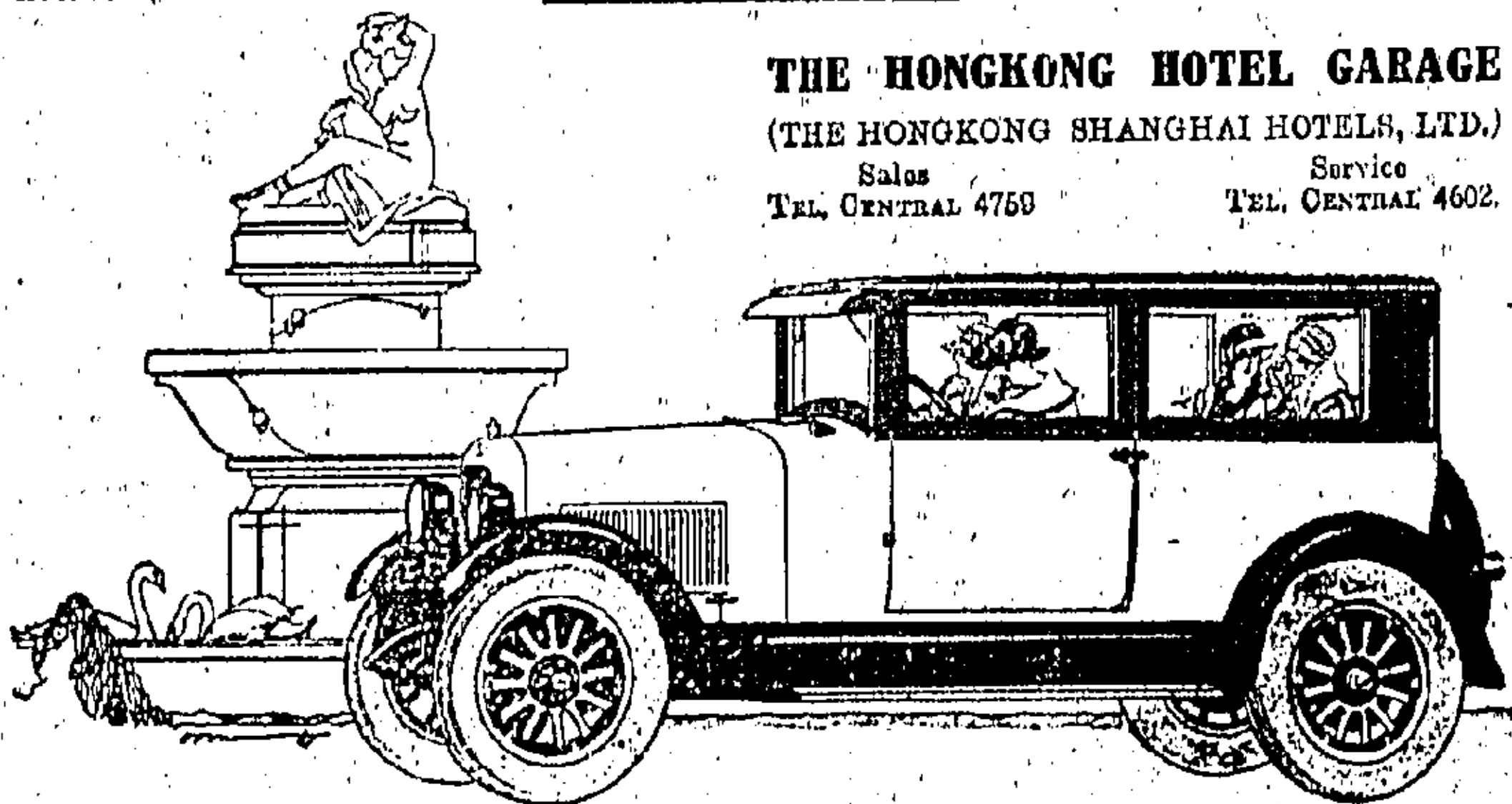
Under this One-profit policy, the entire car is designed, engineered and manufactured as a

complete, harmonious unit in Studebaker plants. Being Unit-Built it functions as a unit. And this adds years to its life—gives you scores of thousands of miles of excess transportation—greater riding comfort—minimum repair costs—and finally, higher resale value.

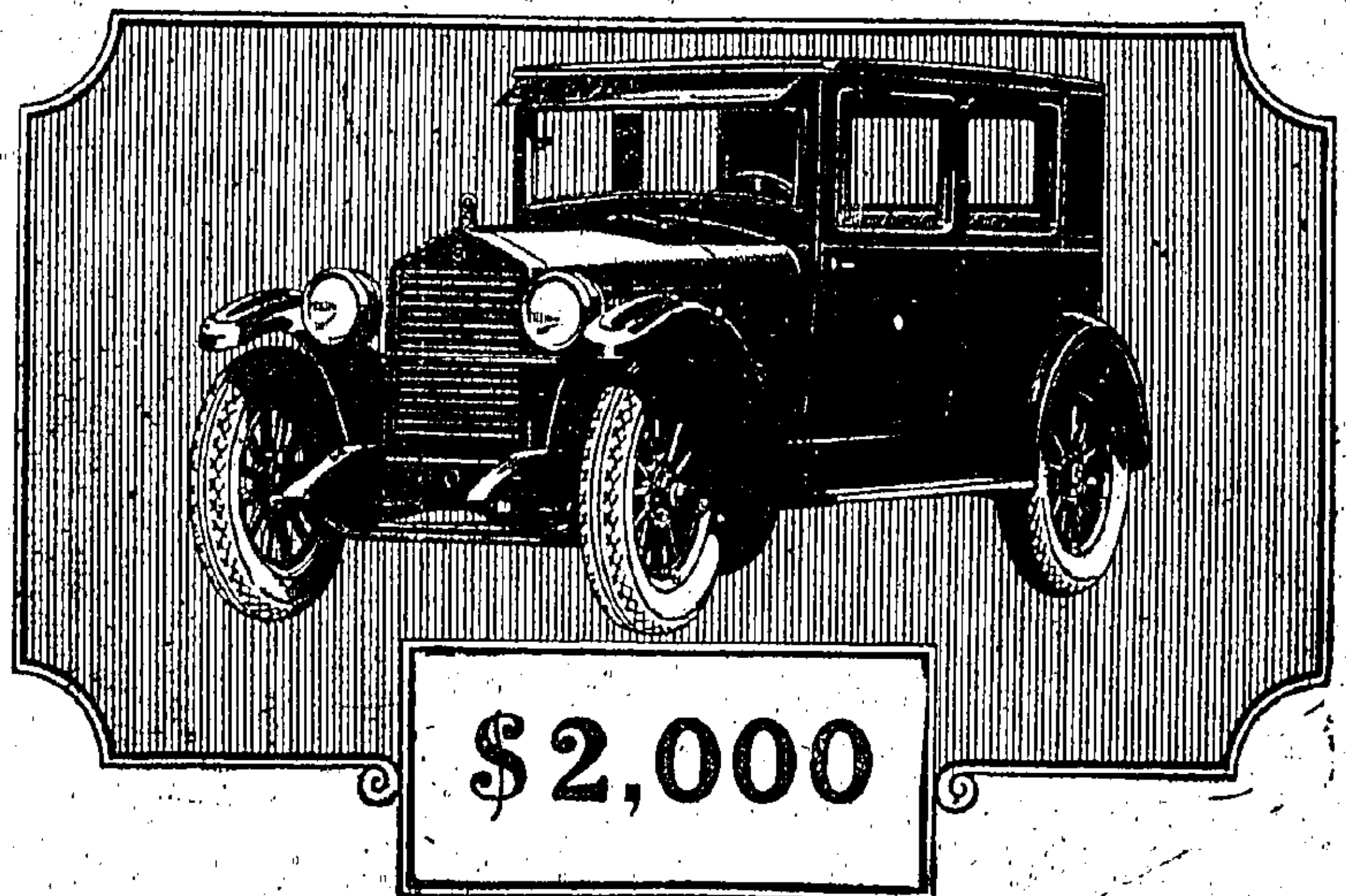
The Standard Six Coach is the most powerful closed car in the world of its size and weight. Its equipment includes full size balloon tyres; an 8-day clock, and petrol gauge; automatic windscreen cleaner, rear vision mirror, light control on steering wheel, and other attractive features.

As a natural outgrowth of One-Profits Manufacture and Unit-Built construction, a third great advantage to the buyer is attained—"No Yearly Models." Because all phases of manufacture are directly under Studebaker control, Studebaker cars are constantly kept up-to-date. Improvements are continually made—not saved up for spectacular announcements which make cars artificially obsolete. Resale values are thus stabilized.

THE HONGKONG HOTEL GARAGE
(THE HONGKONG SHANGHAI HOTELS, LTD.)
Sales TEL. CENTRAL 4760 Service TEL. CENTRAL 4602



STUDEBAKER
BUILDERS OF QUALITY VEHICLES FOR 75 YEARS



\$2,000

ESSEX COACH

The main issue with Essex has always been to give greatest value for the money. Its fulfillment of that aim was never so clear and its sales supremacy so completely acknowledged as today. With Hudson, it outsells every other line of 6-cylinder cars.

Economies possible only to the largest production of 6-cylinder cars, and the experience of four years' concentration on closed cars have resulted in the best cars and lowest prices in Essex history. Essex is built on the

Super-Six principle by Hudson workmen in Hudson shops. No other maker shares its advantage. In quality Hudson and Essex are easy riding and easy steering. Their unfailing reliability and economy are known everywhere.

And their conspicuous and increasing success reflects the rapidity and completeness with which the real facts regarding automobile values have penetrated the entire market.

World's Greatest Values

Essex Tourin \$2,000. Hudson 7-Passenger Phaeton \$3,600. Hudson Coach \$3,000.

Hudson Brougham \$3,600. Hudson Sedan \$4,000.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247

33, Wong Nei Chung Road



WEEKLY MOTOR WANTS

NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement," THE HONGKONG TELEGRAPH.

The charge is 50 cents for 30 words, 2 cents for every additional word.

Terms Cash with order.

Advertisements must be received by noon on Thursday preceding publication.

Box Numbers supplied when required, but replies must be called for at this office.

FOR SALE

BUICK. 6-cylinder 7-passenger Buick Touring No. 165 (Good running order). Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

CHANDLER. Six-cylinder, seven-passenger Chandler Touring Car No. 157. In good condition. Five good Tyres on five wire wheels. A bargain at \$750.00. Box No. 1478 Hongkong Telegraph.

LOCOMOBILE. 7-passenger Touring New top, paint, upholstery, valves, and Magneto. Five new Balloon Tyres on new Balloon wheels. Engine 48 H.P., R.A.C. and chassis recently thoroughly overhauled. Splendid condition throughout. Price \$3,500.00. Box No. 1477 Hongkong Telegraph.

HARLEY. Sports model complete with electric lighting set, speedometer, etc., in good condition, price reasonable. May be seen by arrangement. Box No. 1490 c/o "Hongkong Telegraph."

SCOTT. Motorcycle D. A. Lighting, seen on the Road every day, No. 195. Necessary spares. Available end of month. Price \$300.00 Apply Box No. 1486 c/o "Hongkong Telegraph."

FOR SALE.—2-ton Truck chassis. 6-cylinder engine of 40 H.P., R.A.C. Rating. Only \$3,000 for quick cash sale. Box No. 1474 Hongkong Telegraph.

CADILLAC.—8-cylinder 5-passenger Cadillac for \$1,500 cash. Box No. 1475 Hongkong Telegraph.

CHANDLER.—6-cylinder 7-passenger Chandler for \$750.00 cash. Box No. 1476 Hongkong Telegraph.

BUICK Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00. Box No. 1473 Hongkong Telegraph.

DOUGLAS. Harley, Indian, Henderson combinations. Douglas, Cleveland, Indian, Harley, Indian Scout solos. From \$75.00. Apply Motor Cycle Exchange, Kowloon.

CORBIN.—Motorcycle speedometer, 28" wheel. \$15.00. Apply Box No. 1485 c/o "Hongkong Telegraph."

SALMONSON.—Two seater, painted fawn. Nearly new oversize tyres and many extras. Very fast. \$1,000. Inspector F. Bradley, Aberdeen Police Station.

BUYERS' GUIDE

MOTOR CARS

AUSTIN.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
AUTURN.—Universal Auto Supply Co., Asiatic Bldg. C.4915.
BUICK.—Hongkong & Kowloon Taxi Cab Co., Ltd. 33 Des Voeux Rd. C. 1036.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C. 4759.
DODGE BROS.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
ESSEX.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
FORD.—Andrew Harper, 6 Queen's Road. C. 4895.
G. W. K.—Gilman & Co., Ltd., H. K. Bank Bldg. Tel. C.290.
HUDSON.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
LINCOLN.—Andrew Harper, 6 Queen's Road. C. 4895.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
PACKARD.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C. 4759.
SINGER.—Gilman & Co., Ltd., H. K. Bank Bldg. Tel. C.290.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C. 4759.
STANDARD.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.

MOTOR TRUCKS

DENNIS.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
FORD.—Andrew Harper, 6 Queen's Road. C. 4759.
FORDSON TRACTOR.—Andrew Harper, 6 Queen's Road. C. 4759.
GRAHAM BROTHERS.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
THORNCROFT.—Hongkong Hotel Garage, Queen's Road. C. 4759.

MOTOR CYCLES

A. J. S.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C.2487.
B. S. A.—The Sincere Co., Ltd. Des Voeux Road. C.1067.
DOUGLAS.—Alex. Ross & Co. (China), Ltd. Bank of China Bldg. C.2487.
HARLEY-DAVIDSON.—The Gascon Motor Co. 2, Kwong Wah Road, Kowloon. K.1242.
INDIAN.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C.2487.
MATCHLESS.—Hongkong Hotel Garage, Queen's Road. C.4759.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C. 1247.
RALEIGH.—Kowloon Motor Cycle Exchange. K.655. (Day or Night).
TRIUMPH.—Alex. Ross & Co. (China) Ltd., Bank of China Bldg. C.2487.

TYRES AND ACCESSORIES

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C. 1247.
DUNLOP TYRES.—Dunlop Rubber Co., Hotel Annexe Bldg. C.4554.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C. 1247.
GOODYEAR TYRES.—The Dragon Motor Car Co., Ltd., Bank of China Bldg. C. 2487.

MOTOR NEWS FROM GREAT BRITAIN.

SPECIALLY WRITTEN FOR "THE HONGKONG TELEGRAPH."
[By "R. A. C."]

Progress recently made in the design of roadless motor vehicles has been very substantial, and a recent test of one of the latest models serves to show what extraordinary obstacles can now be surmounted. The vehicle under test was an F. W. D. manufactured by the Four Wheel Drive Lorry Company, of Slough, and equipped with endless tracks in place of rear wheels. In this machine the front wheels as well as the rear wheels or tracks are, of course, positively driven by the engine. A hole twenty-two inches deep and slightly wider than the wheel track of the vehicle had been cut in the ground, the sides of the hole being vertical and not sloping. Into this the F. W. D. was deliberately driven, the endless tracks resting on the level ground, but the front wheels being right down the hole well above the centre of the axle. At this point the vehicle was stopped with the towing hooks and the drop arm of the steering gear actually resting on the forward edge of the hole. One would imagine that in such a position the most that any vehicle might be able to do would be to back out. In this test, however, the bottom forward gear and booster gear were engaged and the front end of the vehicle, by reason of the front wheels being driven, hoisted itself quietly and easily out of the hole, enabling the machine to continue its journey undisturbed. Only a few years ago any claim to perform a feat of this kind would have been regarded as optimistic to the verge of lunacy.

At the same time, it must not be supposed that for ordinary cross country work the chain track vehicle is the only possible solution. In this connection certain forms of six-wheeler have immense possibilities. The type referred to is exemplified by the six-wheeler vehicle recently introduced by Karrier Motors Ltd., of Huddersfield, in which the four rear wheels are mounted on a kind of bogey and are all driven

by the engine. Not only is the weight on any one axle thus reduced, which, particularly if pneumatic tyres are fitted, makes travelling over soft ground comparatively easy, but the movement at the point of suspension from the chassis is only half that of either one of the rear axles, with the result that travelling over rough ground is a comparatively comfortable matter. Even an ordinary four-wheeler vehicle can do excellent work on soft ground, provided its axle weights are not excessive. Thus, for instance, two Jowett touring cars of only 7 h.p. recently crossed without difficulty 160 miles of uncharted desert on the eastern extremity of the Sahara. The average speed maintained was upwards of 20 miles an hour, the petrol consumption was considerably better than 20 miles to the gallon, and the loss of water was infinitesimal. The cars were heavily laden with fuel, oil, water, provisions for four persons and camping kit for a long journey. Their success may have been partly due to the fact that they were shod with balloon tyres, but in any case their axle weight was so low that there is a good margin of safety if tracts of soft, wind-swept sand or equally soft mud are encountered.

1926 Motor Exhibitions. The Council of the Society of Motor Manufacturers and Traders has definitely fixed the opening date of the Olympia Motor Show of 1926 as Thursday, October 21st. It is not intended that a Commercial Motor Transport Exhibition should be held this year. In this branch of the industry a bi-annual exhibition is generally regarded as being adequate.

The Cycle and Motor Cycle Exhibition, for which the British Cycle and Motor Cycle Manufacturers Union is responsible, will open on Monday, October 4th. The British Motor Cycle Industry is undoubtedly in a very strong position, and "The Motor Cycle" recently published a statement to the effect that British machines hold 80 per cent of the world's speed records. Equally, there is no question as to their abilities so far as concerns long runs under touring conditions over country of the most difficult possible character. The months of August, September and October of the year 1925 showed a total export of 9,520 British motor cycles as against 7,867 during the corresponding months of the previous year.

In connection with this it is rather interesting to note that more than one traffic authority in the Overseas Dominions is adopting motor cycles for the use of the police, mainly for the purpose of overhauling other and larger motor vehicles that are breaking the law. In Western Australia the type standardised is the Matchless 9.9 h.p. Sports big twin, for the obvious reason that, in addition to reliability, this machine has tremendous acceleration and a speed capacity of just about 80 miles an hour.

In South Africa the motor bicycles supplied to the police are of the B.S.A. make. East London led the way by mounting a policeman on a 9.96 h.p. B.S.A. combination, thus constituting the first official motor cycle patrol of the South African Police of any town in the Union. Subsequently Johannesburg followed suit by providing members of their force with 4.93 h.p. B.S.A. solo machines.

Motor Cycle Improvements. It may already be taken for granted that this year's Motor Cycle Show will be very interesting to overseas buyers, as many of the leading manufacturers will undoubtedly have improved models to show. For the 1926 season Messrs. A. J. Stevens & Co., are placing on the market an entirely new 4.9 h.p. overhead valve machine. This made its first public appearance in the 1925 Senior Tourist Trophy Race, when it set up a record by making the fastest lap in the history of these races with a speed of nearly 60 miles per hour. Since that time the valve diameters have been increased, but the engine dimensions remain the same. The usual A.J.S. gear box is fitted, but the control operating mechanism has been slightly varied. The clutch has a volute spring occupying a very small internal space and therefore allowing more room for the rider's left foot. Expanding brakes apply to the front and rear wheels.

At the last Show Messrs. Rudge-Whitworth introduced a notably improved system of breaking for motor cycles. The brake pressure is applied to both wheels by a foot lever and, in addition, the front brake can be actuated independently by an inverted lever on the handlebar. This firm has just produced a new laminated spring steel sidecar chassis which should appeal particularly in countries where roads are often bad by reason of the fact that no tubes or brazed parts are used, and the possibility of breakages is thus much reduced. An additional point in connection with export is that the chassis can be packed in a very small crate.

The popularity of the sidecar is again evidenced by the introduction of a new model, by the Triumph Company. This is of light construction, having four points of attachment to the motor cycle. The body is roomy, well sprung and very comfortable. It is designed particularly for use in conjunction with the Model "P" Triumph, the horse power of which is 4.94 h.p., and the whole combination sells in the home market at the remarkably low price of £53-7-6.

British Motor Export Trade. Export trade in British motor vehicles is certainly growing at a very rapid rate, and one of the most promising markets is undoubtedly Australia. Messrs. Motor News from G. B. Three Singer and Co., of Coventry, tell me that they are exporting a really substantial number of their 10/20 h.p. cars to Australia every week and that the demand for the newer 13/34 h.p. six-cylinder model is growing rapidly.

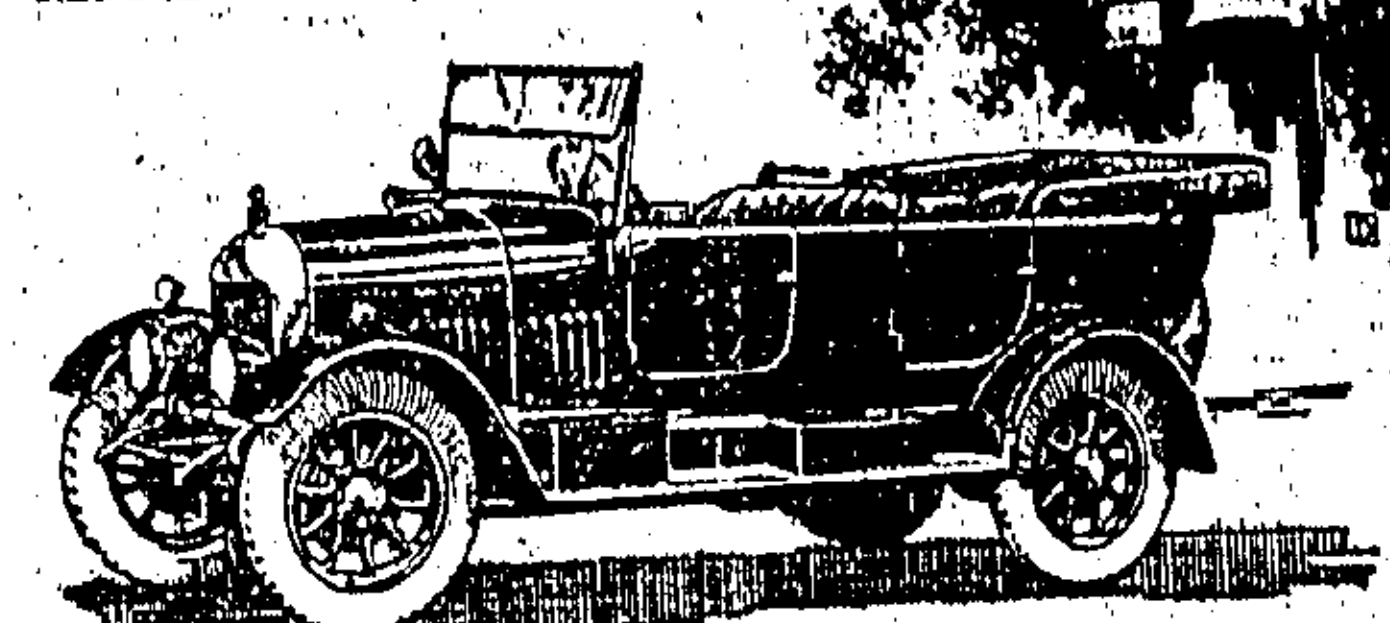
The other day I noticed a train of thirty-one coaches on its way from Birmingham to London. Each coach was marked "Rover cars for overseas" and on enquiry I ascertained that the whole consignment was destined for Australia.

As regards Africa, the Government of Kenya has recently placed an order for a number of Albion chassis designed for net loads of 25 cwt. The selection of this particular make is no doubt the result of experience, inasmuch as Albions have for a long time been working regularly for the Governments of the Gold Coast, Nigeria, Uganda, Nyasaland, Tanganyika and Kenya, as well as the South African Government Railways.

The 30 cwt. A. L. chassis introduced by Messrs. Thornycroft about two years ago has met with an admirable reception in India, Australia, New Zealand, South Africa and other overseas markets. This statement applies particularly to the long wheel-base variety designed to be fitted with motor omnibus or motor coach bodies. Under War Office tests the ordinary A. L. chassis proved capable of doing forty miles an hour and averaged 16 to 17 miles to the gallon, also of climbing a gradient of 1 in 4½ under full load, traversing water 18 inches deep and making its way through 10 inches of soft sand.

MORRIS Cars

REDUCED PRICES, BETTER VALUE



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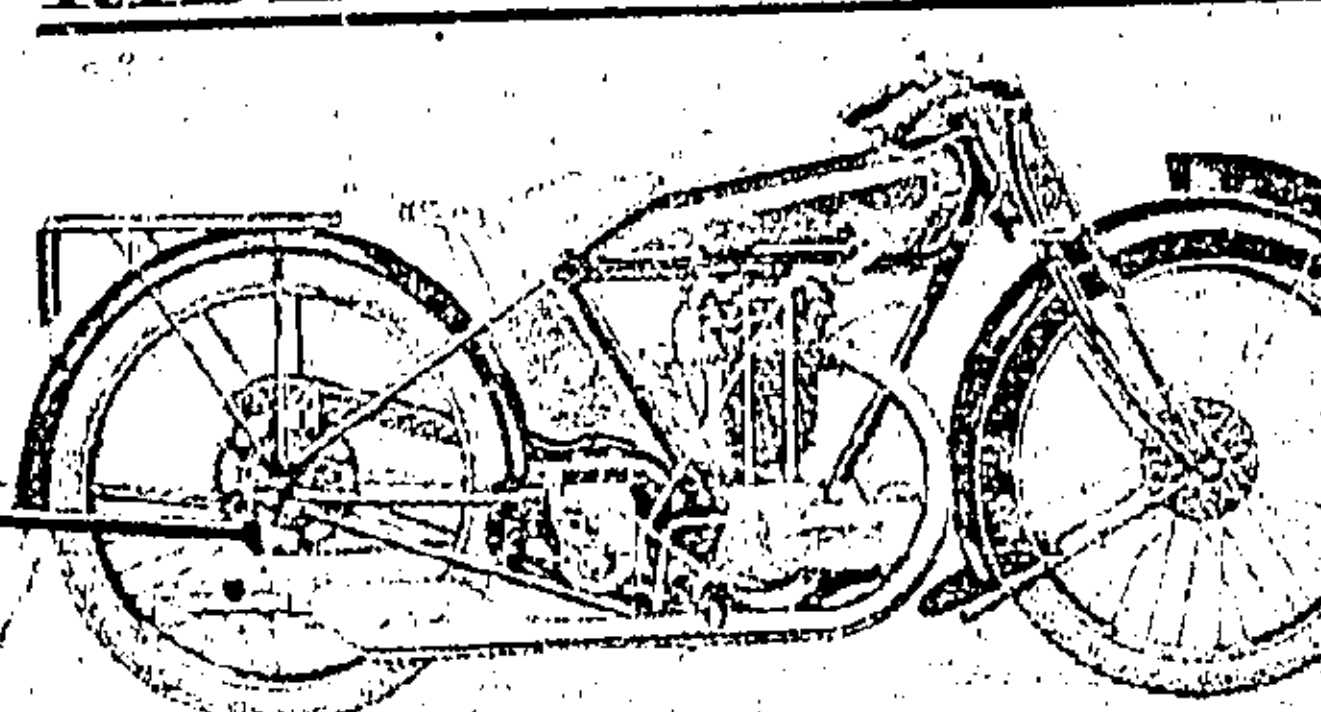
MODELS IN STOCK	NETT HONGKONG PRICES
MORRIS-COWLEY Roadster (2 SEATER-WITH DICKEY)	£215. 0. 0.
" " Touring (4 SEATER-2 WHEEL DRIVES)	£237. 10. 0.
MORRIS-OXFORD Touring (4/5 SEATER-4 WHEEL DRIVES)	£320. 0. 0.

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Adequate Stock of Spare Parts Maintained.

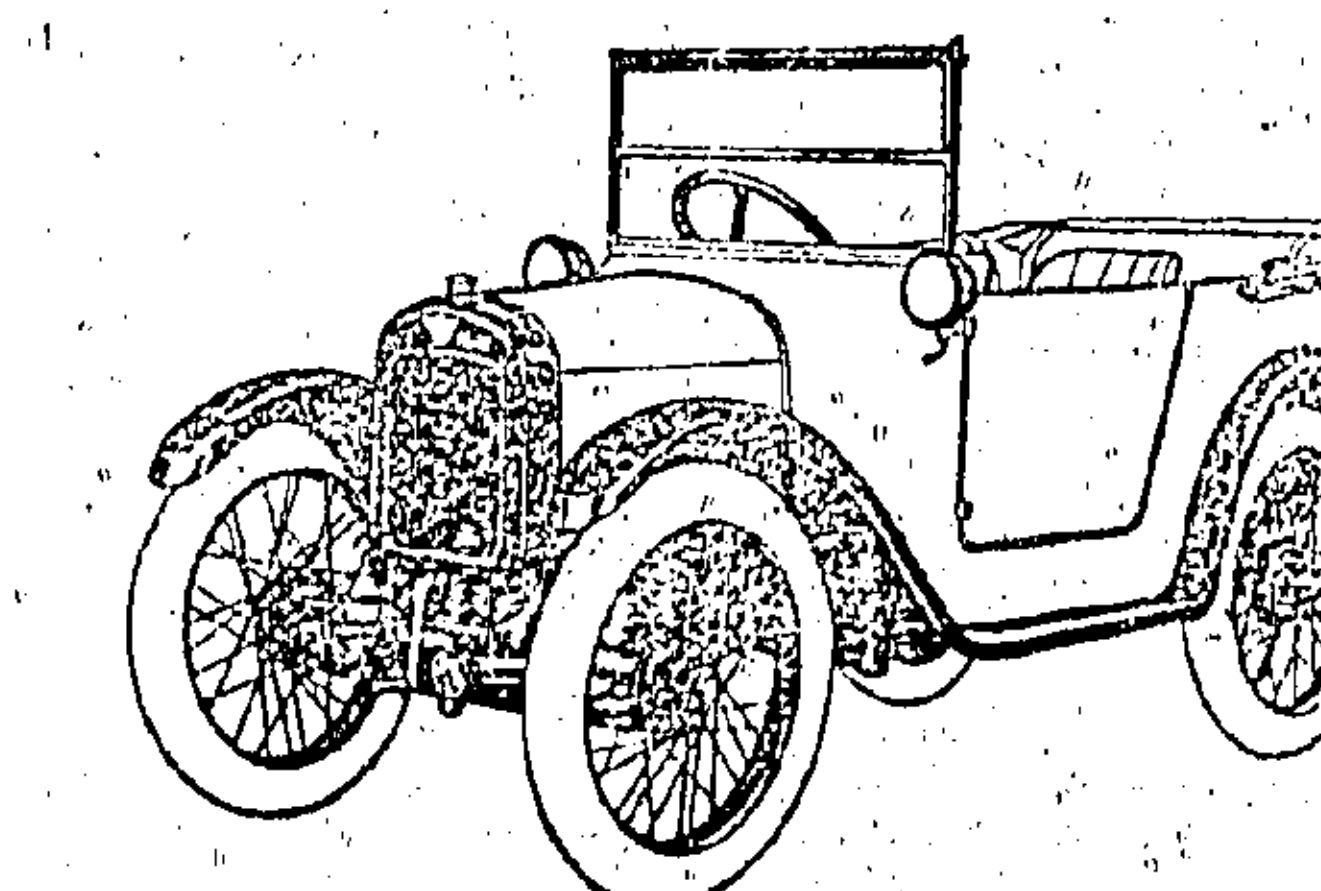
Specially trained mechanics under European supervision for all makes of cars or cycles.

3 MONTHS' GUARANTEE GIVEN WITH ALL NEW MACHINES & REPAIR WORK.

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MOTOR CAR AND CYCLE EXCHANGE
(Between Orient Tobacco Factory and Mongkok Police Station)

IN CASE OF BREAKDOWN ON THE ROAD
Telephone K. 655

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"AUSTIN 7"

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AND BRINGS YOU BACK

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HEAD OFFICE: TELEPHONE: C. 1121-2
ST. GEORGE'S BUILDING, HONGKONG.

World Leadership justifies Still Lower Prices!

Graham Brothers announce a substantial reduction in the prices of their complete line of trucks and motor coaches, effective January 7th.

NEW PRICES	
1-Ton Chassis—LB.	\$ 975
1½-Ton Chassis—GB.	1245
1½-Ton Low Chassis—MB.	1295
1½-Ton, 150" Chassis—FB.	1315
1½-Ton, 150" Low Chassis—LB.	1355
1½-Ton, 125" Chassis—EB.	1415
YB Bus Chassis	1575

L. A. B. Detroit

This is their third reduction in eight months. It brings the price of their product far below any truck of comparable merit.

Large production justifies low prices. Graham Brothers are the largest exclusive truck manufacturers in the world.

The Dragon Motor Car Co., Ltd.
31 Wong Nei Chung Road, Happy Valley
Telephone C. 1245 or 1247

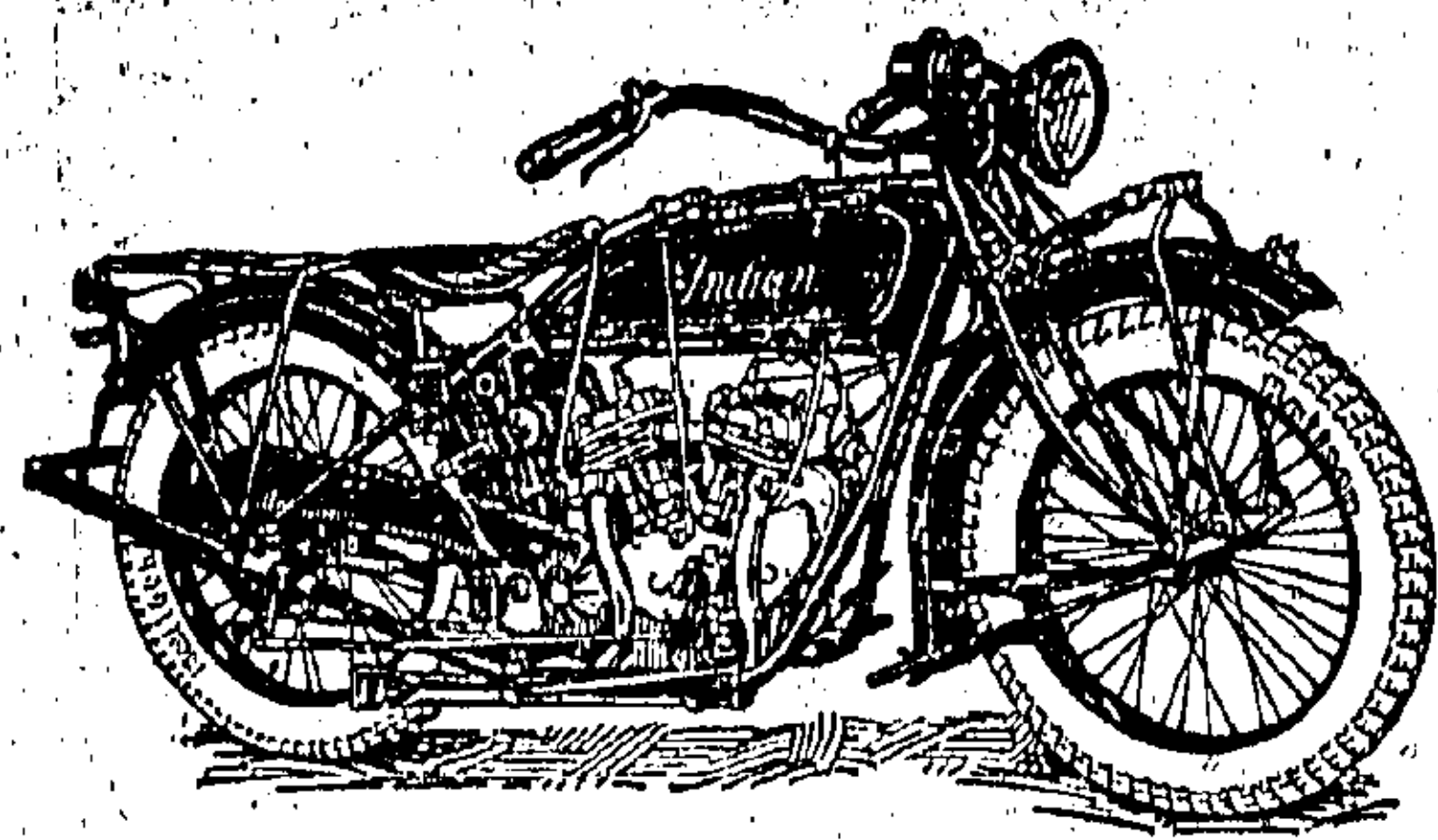
GRAHAM BROTHERS
Sole U.S. Distributors
TRUCKS DEALERS EVERYWHERE

The 9/20 h.p. ROVER Car - 1926

DEMONSTRATIONS OF
THE SPECIAL COLONIAL
MODEL BY ARRANGEMENT
WITH THE HONGKONG

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—TEL. C. 1036—
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NEW FEATURES FOR 1926

Balloon tyres, size 25 x 3.85
 INDIAN-Mesinger Bucket saddle.
 New wrist-resting handlebars.
 Ammeter with self-contained switch.
 Deeper cooling fins on cylinders.
 Larger diameter exhaust tubes.
 Longer bearing on gear shift lever.
 Cone type manifold and cylinder head connection—same type used on CHIEF.

It's easy to own an Indian Scout!
 Drop in and look 'em over!

ALEX. ROSS & CO., (China) LTD.
 Bank of China Building, and 1 A, Chater Road.

ATTENTION

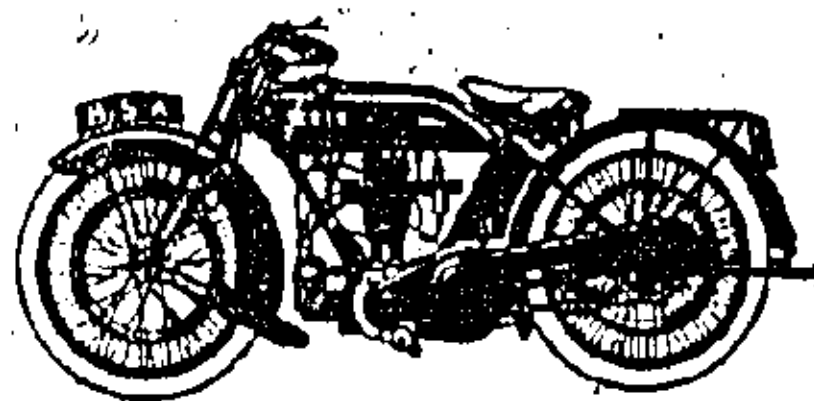
FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase GASOLINE and TYRES AT REDUCED PRICES.

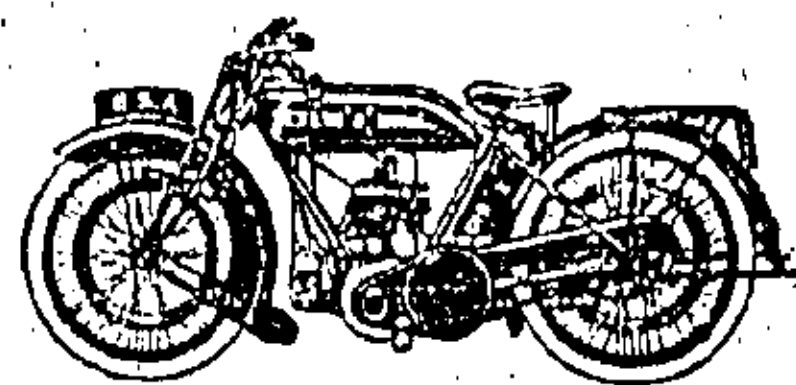
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MOTOR CYCLES

Famous For Reliability
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Full Particulars from the
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THE SINCERE CO.

THE TRAFFIC
PROBLEM.IMPROVED MOTOR CAR
DESIGN.

Automobiles of improved design, "to make two cars operate where but one car operated before," and legislation to bar from the streets those motor vehicles that required excessive space or retard the flow of traffic, must be the ultimate solution of the traffic congestion problem is the conclusion of an American correspondent. Automobile manufacturers find themselves face to face with the great problem of preventing the cities from reaching a point at which they can no longer absorb additional cars. It is a

problem of physical saturation, and since cities have reached the point at which they can not increase their capacity to accommodate more automobiles as rapidly as their inhabitants put new cars into service, obviously the solution of the manufacturer is to provide a different type of car—a car which in design and performance will be adapted to the new-day conditions.

In short, the manufacturers must solve the problem of making two automobiles operate where but one operated before.

Since the space for the cars cannot be increased rapidly enough, the new-type car must be built to require less space on the road. There are several factors that would aid in effecting this improvement.

Take brakes, for instance. The car that cannot stop quickly and positively (and there are thousands of them on the road to-day) must necessarily occupy excess road space, because it must maintain a safe distance between itself and the car ahead.

Similarly, a car that is not so powered that it can accelerate rapidly also wastes space, lagging behind after each enforced stop and holding back the stream of traffic behind it.

Cars that cannot turn readily in narrow spaces, cars that cannot be deftly steered to take advantage of openings in traffic, also are responsible for waste of space on the streets. The new-day automobile must not have these faults.

Cars that cannot quickly slip into restricted parking spaces along the kerb are responsible for the blocking of lanes of traffic and the disruption of traffic. The new car must not only be compact, so that many can park in a given area, but it must be able to slip into a small space without complicated and prolonged maneuvering.

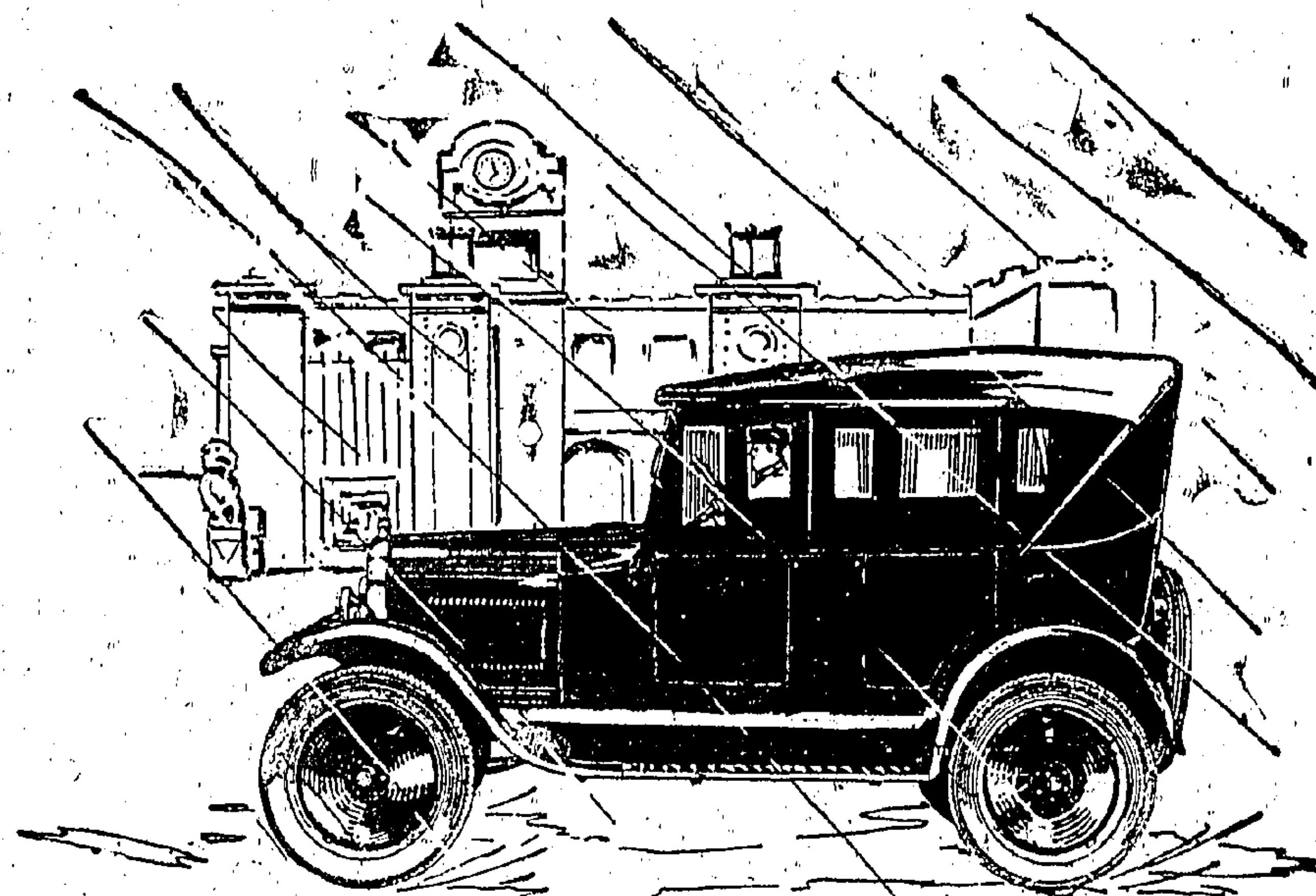
It may ultimately come to pass that municipalities will be compelled to legislate off the streets those automobiles that interrupt or retard the even flow of traffic. One or two raw recruits can upset the precision of an entire company of infantry at drill; a few laggards in line can retard the progress of a whole regiment. It is just as obvious that a vehicle on a crowded thoroughfare that requires more than its share of

space, that cannot maintain the pace of the others, or that cannot stop as quickly as the others, is a menace to the orderly progress of traffic.

Our present laws curb over-speeding. Laws to bar the car or truck that prevents others from maintaining an efficient speed surely are just as logical and just as necessary.

When the time comes that all motor vehicles can move in unison at a constant speed, can halt in a minimum space, and attain the legal speed in the minimum time, the traffic problem will have been solved to the utmost efficiency possible.

BEAUTY—COMFORT

THE TOURING
CAR

Price, with demountables,
 delivered in Kowloon,

H.K.\$965.00

(Self-Starter H.K.\$125 00 extra.)

The Ford a Car that
is Easy to Drive

The lowered steering wheel is only one of the features which makes the Ford an especially easy car to drive. There is complete control of the car through the foot pedals, so that it is unnecessary to remove the hands from the wheel. There is no possibility of stripping as the gears are constantly in mesh. The transmission stands harder abuse and there are no costly replacements. If you expect to drive your own car, the Ford is an ideal car for your purpose.

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CONVENIENCE—LIFE

WANT PROMPT DELIVERY.

NEW DIRIGIBLE.

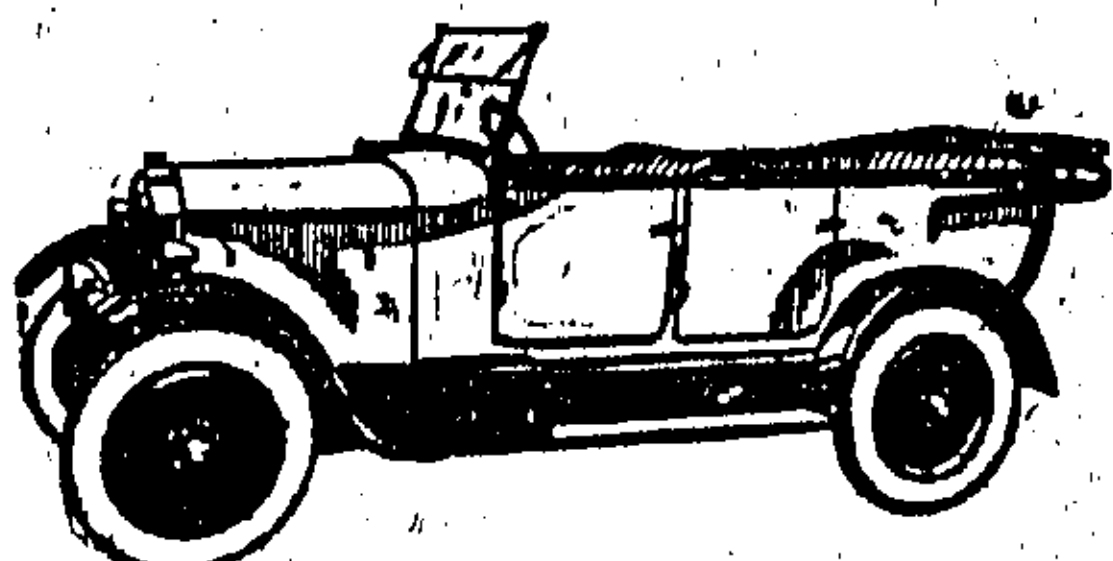
Automobile dealers have noticed an increasing demand for immediate delivery on all cars sold. Persons who are ready to purchase a car are anxious to have it delivered as soon as possible.

The American Aircraft Development Corporation of Detroit is preparing to construct a dirigible aircraft of duralumin with a capacity of approximately 200,000 cubic feet of gas.

19 SINGER 26

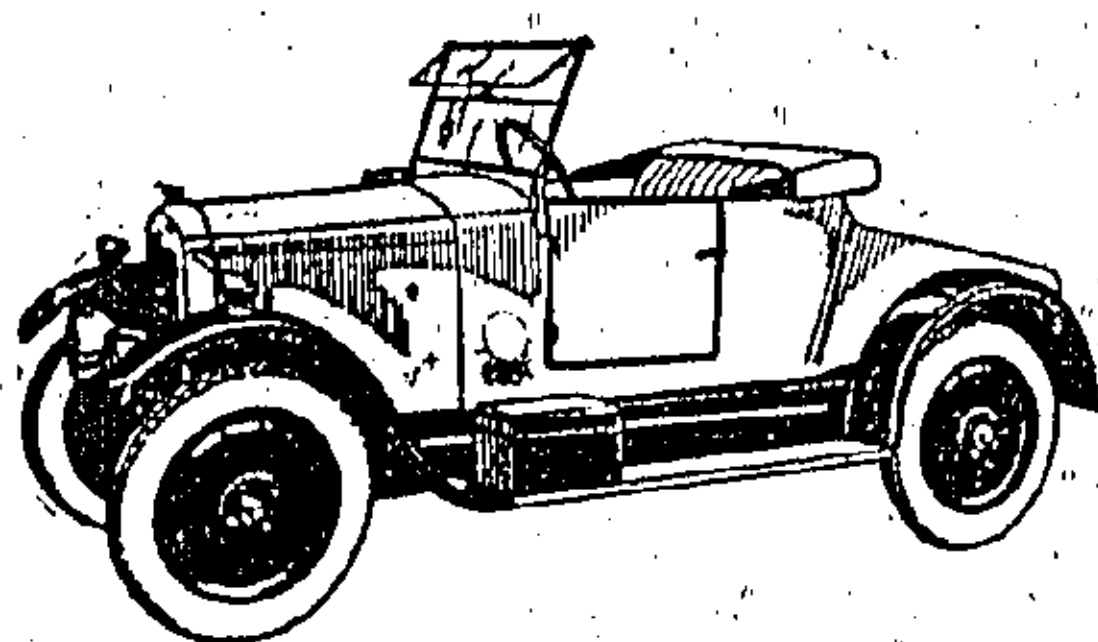
Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE" \$2,200

British Throughout



TWO SEATER "DE LUXE" \$2,200

Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to—

GILMAN & CO., LTD.
HONGKONG BANK BUILDING.

HINTS FOR THE MOTORIST THE TILTING HEADLIGHT BEAM.

As a means of reducing the glare inflicted upon drivers of approaching cars, the principle of deflecting the headlights downwardly, so that the reflected beam is prevented from rising to the level of the oncoming driver's eyes, has been employed with considerable success. It is undoubtedly better than dimming the brightness of the bulbs, as it affords excellent illumination directly in front and to the sides of the car. Headlamps, so mounted as to be capable of being tilted at the will of the operator by means of a manual control on the steering column, are found on a few of the higher priced cars, but the expense of the required mechanism has restricted the tilting headlamp to cars of this class. An alternative method has been devised, by which the operator can, at will, change the headlight beams from the normal road lighting to the downwardly deflected "non-glaring" direction, which does not involve tilting the lamps themselves. This depends upon the use of bulbs with two filaments each, one filament being so centred in the bulb as to produce the normal, far-reaching driving light and the other being located off centre in the bulb, so that its light is reflected somewhat downward below the angle at which glare can occur. The change from the driving to the courtesy light is made by operating a conveniently placed switch.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

Universals Throw Grease.
Question: I had the floorboards of my car removed the other day and found the undersides of two of them thickly covered with grease. As this grease was right over each of the universal joints, I suppose it must have escaped from them. How can this be stopped?

Answer: The make of universal used on this car has a cup shaped dust cap and grease retainer, which is threaded onto the drive shaft and has its edge pressed against the body of the joint by a spiral spring. Around the inside edge of this grease retainer is a groove in

which is fitted a felt packing ring, which is intended to seal the joint dust and grease tight and keep it so as the drive shaft deflects up and down. This felt packing probably needs to be replaced and this can be done by loosening the set-screw of the dust cap, slipping it along the shaft, putting in the new packing ring and re-setting the dust cap so that it has plenty of spring pressure.

Repainting Wax-Treated Bodies.
Question: Can a car be successfully painted or varnished after having been several times treated with the process of re-finishing, which I understand consists of the application of a cleaning preparation and then of a preparation having wax for its essential constituent?

Answer: We cannot answer your question from firsthand information, but several reliable automobile painters tell us that a satisfactory paint and varnish job cannot be performed on such a car until all coats which have been permeated by the wax have been removed and that the penetration of the wax is such in some instances, that the surfaces have to be stripped, to insure a successful result. However we advise you to consult your own painter as to this subject, as car refinishing is a science of itself and a little out of our line.

Oil Deteriorates Insulation.
Question: My engine throws some oil, which has bothered me by its spoiling the rubber insulation of the spark-plug wires, so that they short-circuit. I have had to renew them twice and now they are getting "shaky" again. Is there any remedy for this?

Answer: If these wires are not in a tube, for a part of the way at least, and the layout is such that they can be so enclosed, we suggest that you so protect them, using fibre or even circular-loom tubing. You can buy special spark-plug cable, the insulation of which is strictly oilproof and even the ordinary rubber-insulated spark-plug cable can be made oil resistant by sheathing its covering thoroughly. Perhaps the valve-compartment or timing-gear case of your engine needs a new gasket to make it more nearly oil-tight.

London, Mar. 8.—The vast audience rising and repeating after the Chairman: "We call upon all soldiers, sailors and airmen to refuse in any circumstances to shoot down the workers of Great Britain; we call upon all working class men not to join the capitalist armies," was followed by loud cheers and was the climax to a Labour demonstration at the Albert Hall, presided over by Mr. George Lansbury, M.P., for demanding the release of all political prisoners and supporting united action on behalf of the workers. Mr. Lansbury asked the audience to stand up and repeat the words above mentioned "because if anyone is prosecuted the whole boiling lot of you ought to be."

It is expected that when Lord Reading returns Home he will retire from Home politics and may possibly take up an Ambassadorship like his predecessor, Lord Hardinge. Since then, however, a rumour has got abroad which has caused somewhat of a political sensation to the effect that upon his retirement from the Liberal Party he will leave the Liberal Party and join the Conservatives. This would, indeed, be a blow to the Liberals who would lose thereby one of their ablest partisans, but fortunately for them rumour does not appear to be credited in the highest political circles.



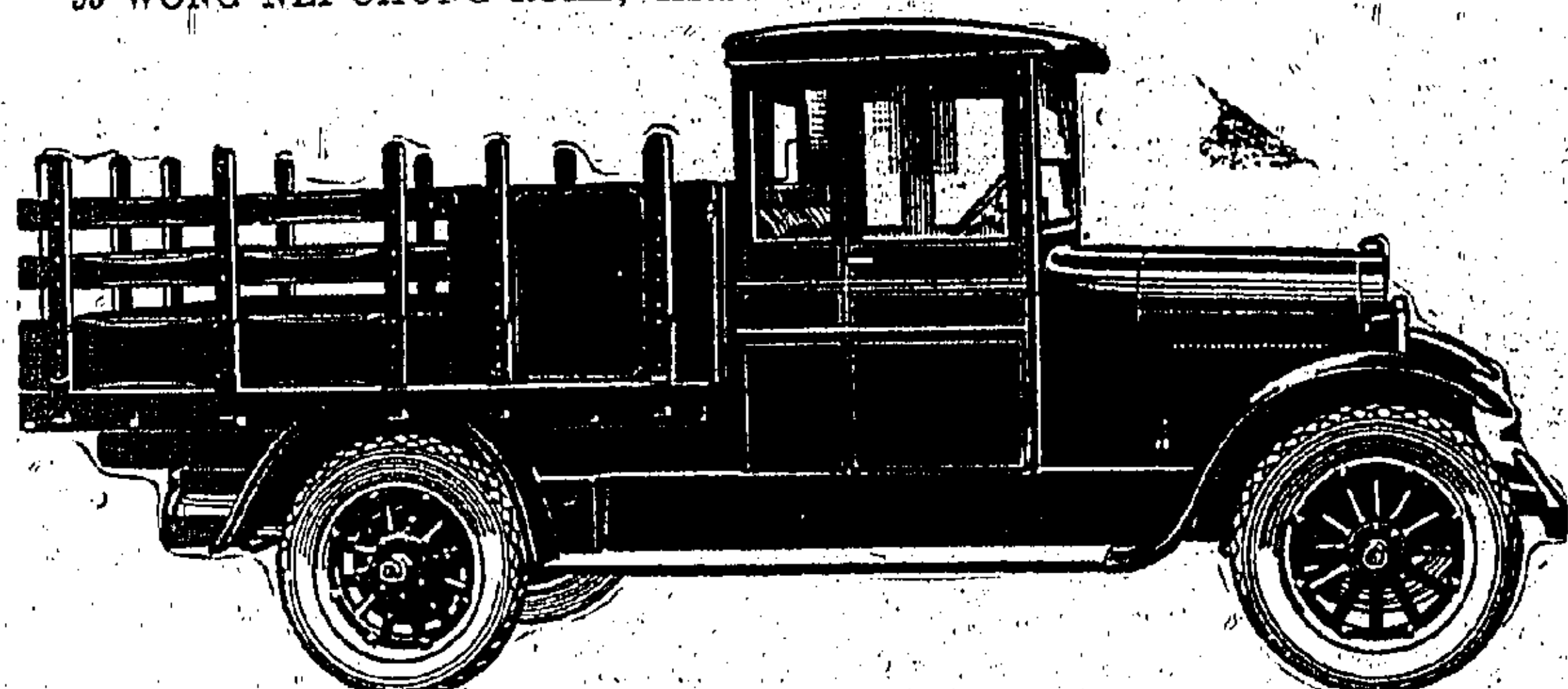
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SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

One reason for their long life and exceptional economy is their light, sturdy construction. Neither engine, chassis nor pocketbook are taxed with the high cost of pulling excess weight. Every load is a pay load.

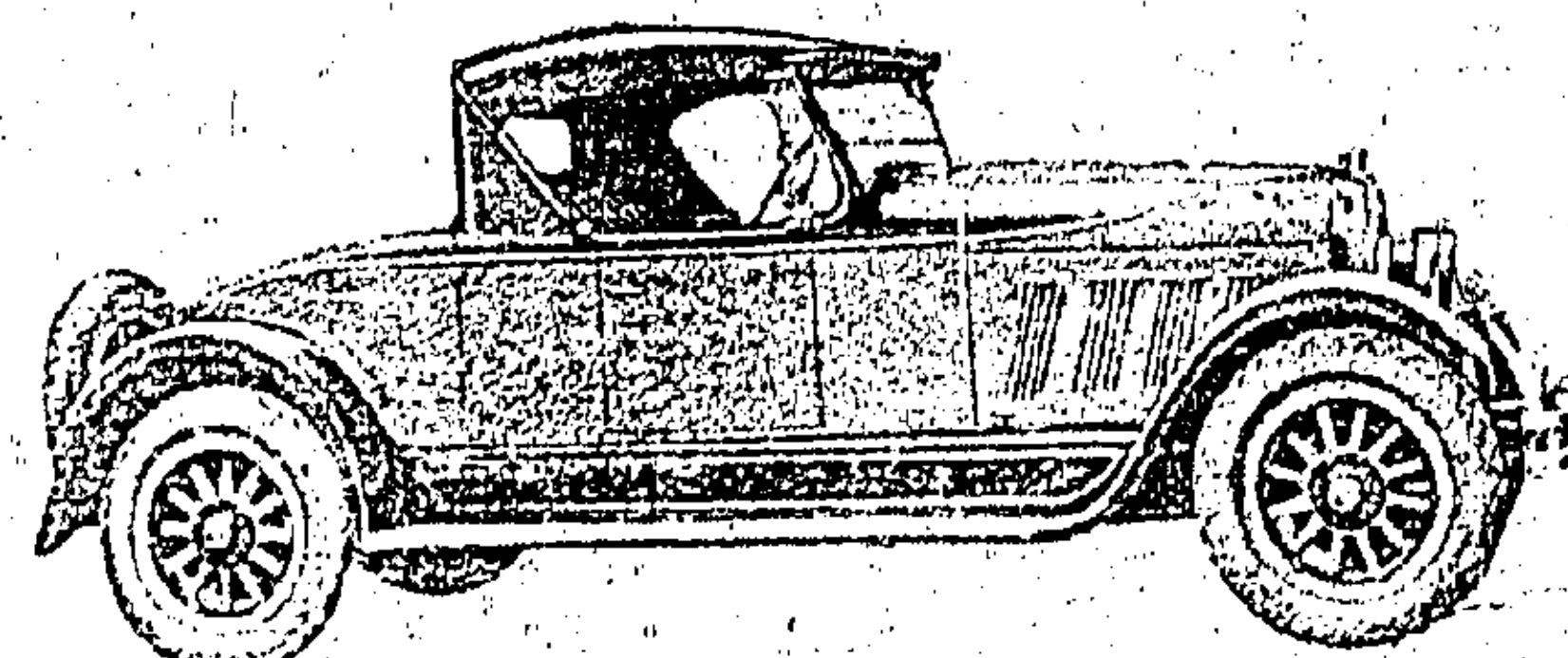
1-TON CHASSIS:	U. S. CY.
126" W. B.	GS 885
130" W. B.	GS 975
1 1/2-TON CHASSIS:	
CB 140" W. B.	\$1,245
FB 158" W. B.	\$1,315
MBM 140" W. B.	\$1,295
LBM 158" W. B.	\$1,385
PASSENGER BUS CHASSIS:	
YB 158" W. B.	\$1,575

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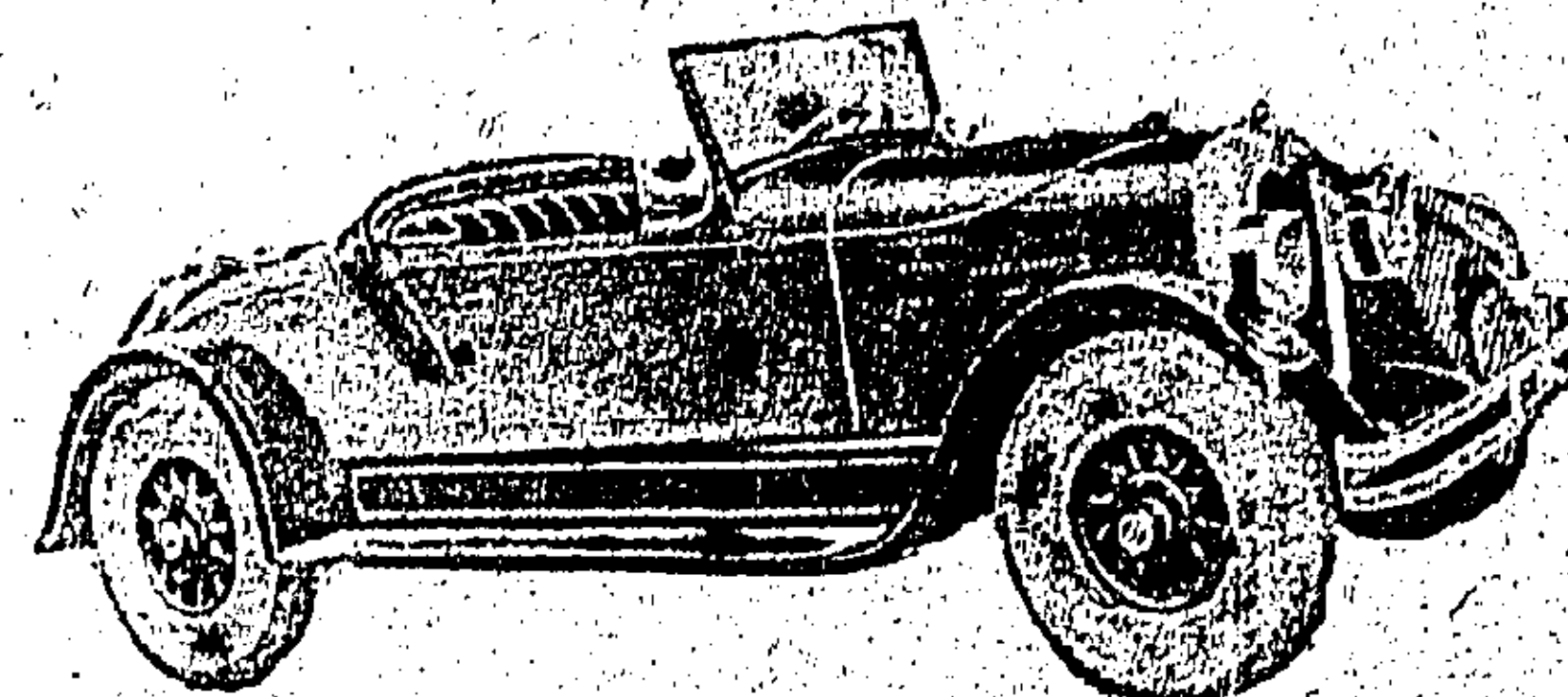
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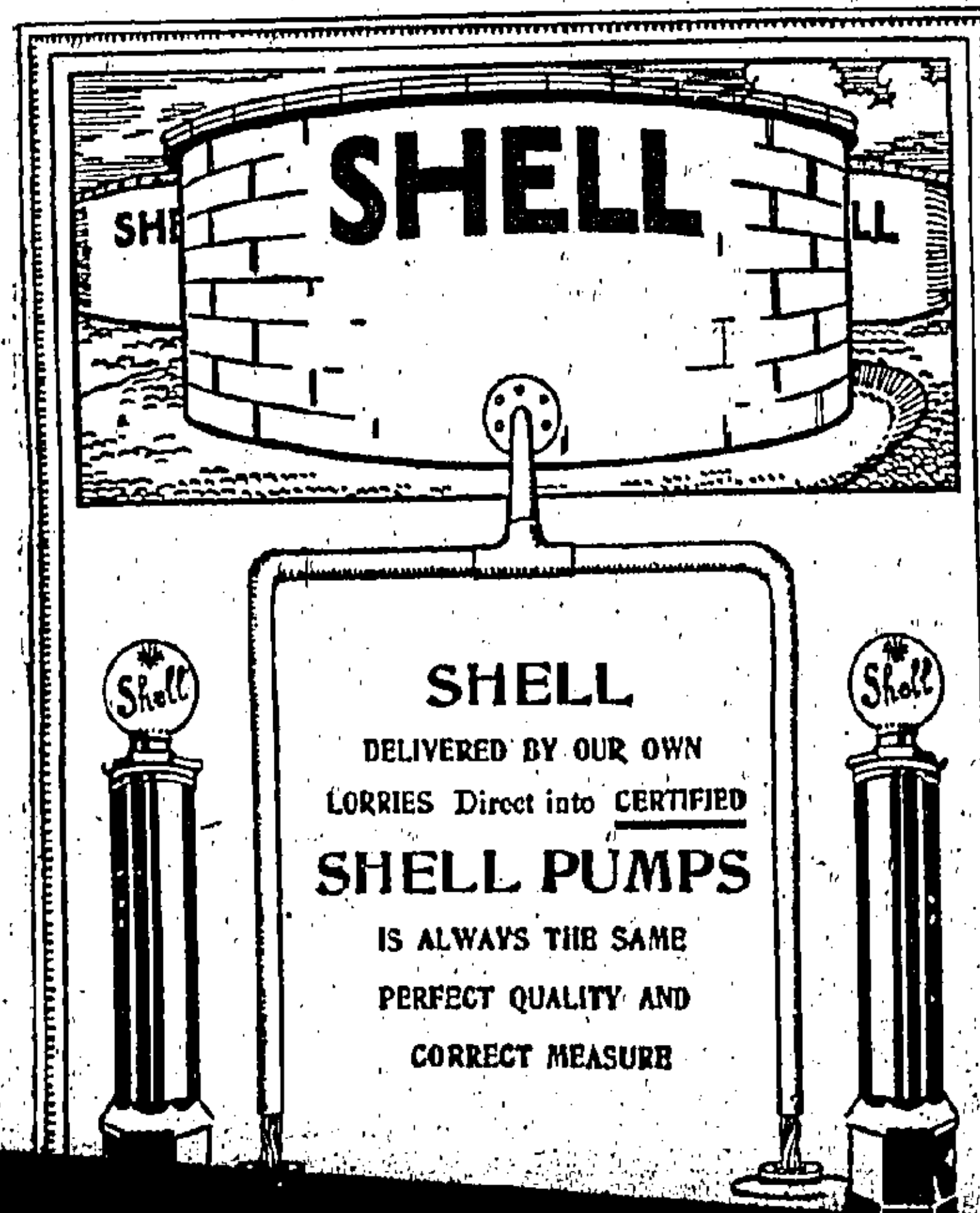
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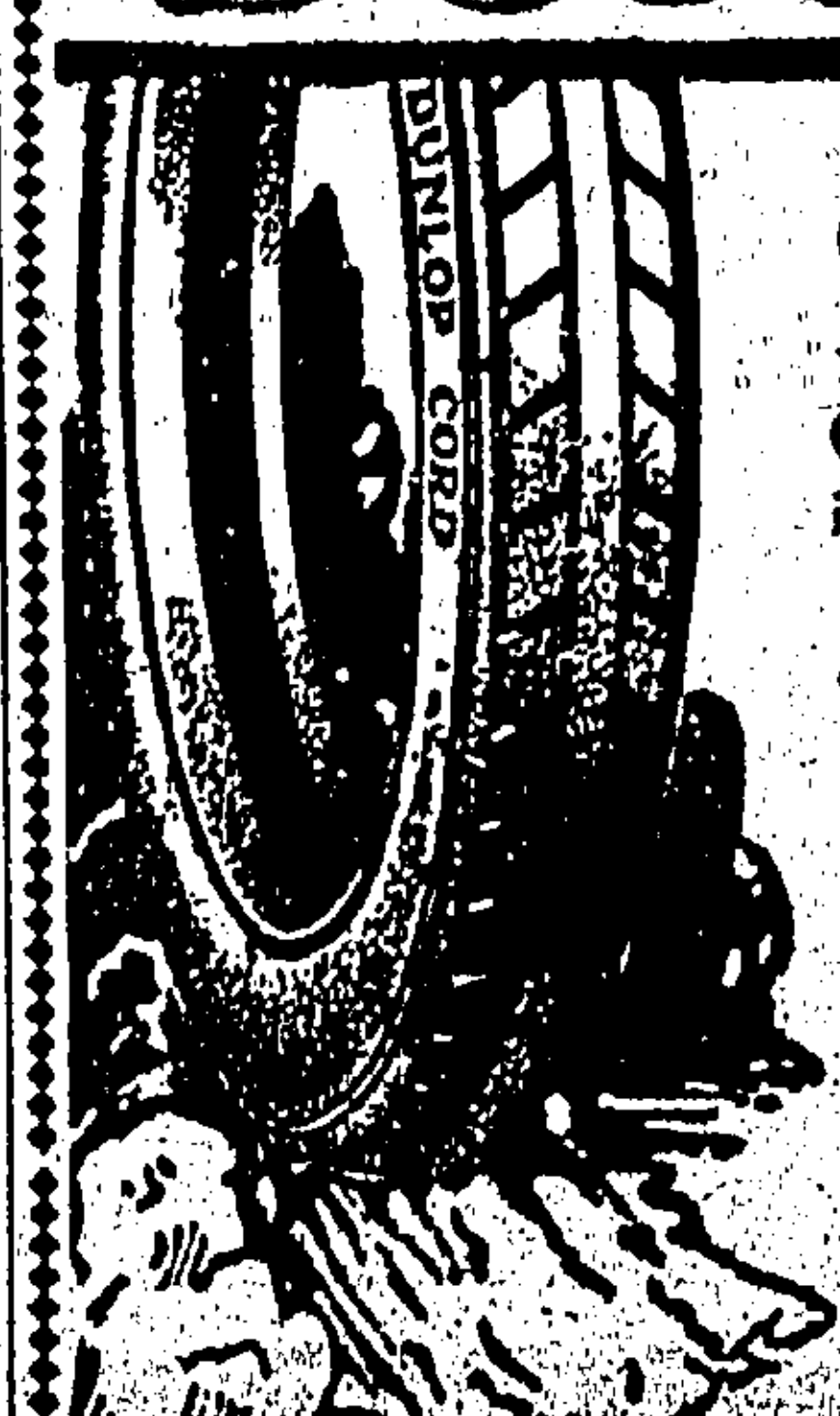
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GROUP OF SAILOR MUSICIANS.



H. M. S. Despatch boasts a brass band of more than twenty members. The musicians are seen above, with officers. (Photo: Ming Yuen).

HYDRANGEA AROUND.

REFLOATED WITHOUT ASSISTANCE.

Whilst on her way to Hongkong from Kwang Chow Wan yesterday morning, the s.s. Hydrangea went ashore on the rocks just off Ah Chan Island.

The steamer went ashore at about 7.15 a.m. but her master succeeded in refloating her at 8.35 a.m. The vessel is undamaged as far as is known.

PROHIBITION PROBE.

THE OPINION OF LABOUR.

Washington, April 9. Labour Party witnesses at the Prohibition enquiry have pronounced the law a failure because it favoured the rich at the expense of the poor. They predicted that a national referendum would show that the majority of the people desired a change.—*Reuter's American Service.*

CLUB LOSE.

Hongkong Hockey Club "A" team were defeated by three goals to one by the R.A.'s last evening, in an interesting match.

The Club started with ten men, and for the first five minutes the soldiers pressed hard, and succeeded in finding the net just after the arrival of the Club's eleventh man. A good deal of the ensuing play took place in the Club's half, and the defence had a busy time. However the next ten minutes saw the R.A. put on a further two goals. Several promising movements were spoiled by offside. Half time:—R.A., 3; Club, 0.

Improvement was noticeable among the Club men on the resumption, better combination and quicker stick work being shown. This resulted in more pressure being brought to bear on the soldiers' goal, and the custodian was called upon to save several hot shots. Eventually Ramsay scored for the Club with an excellent shot. Two unproductive corners followed.

A new player named Bliss was tried in the Club team, and he gave a good account of himself. Nicholas in goal was another outstanding player, and brought off a number of fine saves.

ALLEGED THEFT OF STOCKINGS.

POWELL'S PARCEL-BOY CHARGED.

A Chinese employed as a parcel-boy in William Powell's store was charged before Major C. Willson, at the Central Magistracy this morning, with the theft of six pairs of ladies' silk stockings from the shop.

Mr. W. A. Eustace, in evidence, said that having lost goods which were more or less in the charge of the defendant, Mrs. Stainfield, the lady assistant in charge of the department in question, became suspicious of the boy. One of the latter's duties was to carry away shoes at five o'clock every evening to the shoemaker for alterations or repairs. The unusual shape of a parcel which he was taking away on Thursday evening drew Mrs. Stainfield's attention. She stopped him and opened the parcel which proved to contain two boxes of silk stockings.

A check was made of the entire stock of these goods and it was found that including those produced in the Court, eighteen pairs of stockings were missing. After Mr. Eustace had given evidence, Mr. Gordon Leask appeared and explained he had only been on duty that night on behalf of the defendant, and asked that the case be put over till next week. Major Willson granted the request, and Mr. Leask then applied for bail.

Ser. Britain said the police did not oppose, and suggested security of \$150. On Mr. Leask protesting that that figure was very high for such a case, Major Willson allowed bail in the sum of \$100.

"SELF-RESPECT."

By the Rev. Geo. E. Arrowsmith, M.A.

Hebrews 12:28. "Serve God with reverence." All other forms of reverence will be futile unless we first of all learn to reverence self. Guinevere exclaims:

"O shut me round with narrowing nursery walls, Meek maidens, from the voices crying 'Shame, I must not scorn myself.'"

And she is right, for we must not despise ourselves, for if we do, hope will die in our hearts.

There are some who are inclined to despair as they look into their lives; they see defeat after defeat, sin upon sin, and they cry, "What a weak despicable worm am I!" True, they are—we all are; but God has given us the power to overcome if we will; weak in ourselves perhaps, but we can be strong in Him. He has called us "His children," "Sons of God and Heirs of Christ." Then what right have we to despise ourselves? We are Princes; Heaven's royalty flows through every vein! Away then with this low, dispiriting opinion of our capabilities, we can do all things through Christ who strengtheneth us—get that fact firmly fixed in mind and self-respect will soon return.

To reverence self properly, respect must be shown to every part of the being that comprises self.

Respect must be given to the body by keeping it clean, and tidy. Dirt robs a man of self-respect nearly as quickly as its counterpart "sin." Clothes may be threadbare and shiny, but they need not be ragged and filthy. Jesus, Himself, was particular as to His apparel; His outer garment, we are told, was without seam, woven from top to bottom; it was in such good condition that it excited the cupidity of the soldiers at the crucifixion, and they cast lots for it. Christ did not dress luxuriously. He was not extravagant, but what He had was always neat and presentable.

Our bodies need to be respected in other ways apart from dress and cleanliness.

We should not abuse the flesh in any way. There are some who dose their physical system with poisonous drink or numbing drug.

They degrade that which God intended to be a temple for His Holy Spirit into a receptacle for the outpourings of a gin palace—what awful sacrilege!

Respect must be shown to the mind as well. Many people are very careful about their physical health, but they show little or no consideration for their mental well-being; they would not think of feeding their bodies on bad, unwholesome food, but they are not in the least particular as to the quality of nourishment they set before their minds.

Poisonous books, poisonous pictures, unclean suggestive literature—we should be on our guard against all such. The novel which has a lowering instead of uplifting tone should be banned. Reverence the mind; surely it is worthy of the highest respect, for it is the most wonderful part of that extraordinary and complex mechanism which goes to make up "self."

But there is a part of man that is even more important than the mind—the soul. It is to the soul that we should show the greatest respect of all for it is never-dying, immortal; the body will corrupt, the brain decay, but the soul is created for eternity. Men do not say in so many words that they despise their souls, but their actions speak far louder than mere words, and they reveal how scornful is their attitude. They are quite ready to barter away the soul for a little worldly pleasure, or earthly prosperity, or material ease. They account it of such little value that they will sell it for any Jacob's mess of pottage that is offered. What fools they are! What shall it profit them if the whole world bows down to them in respectful adoration if they lose respect for their own soul?

The first sign that a man is beginning to reverence his inmost self is manifested when he falls upon his knees and cries, "What must I do to be saved?" Have we shown this first token of respect to self, or do we still despise our true inward soul-self so much that we give never a thought to its future?

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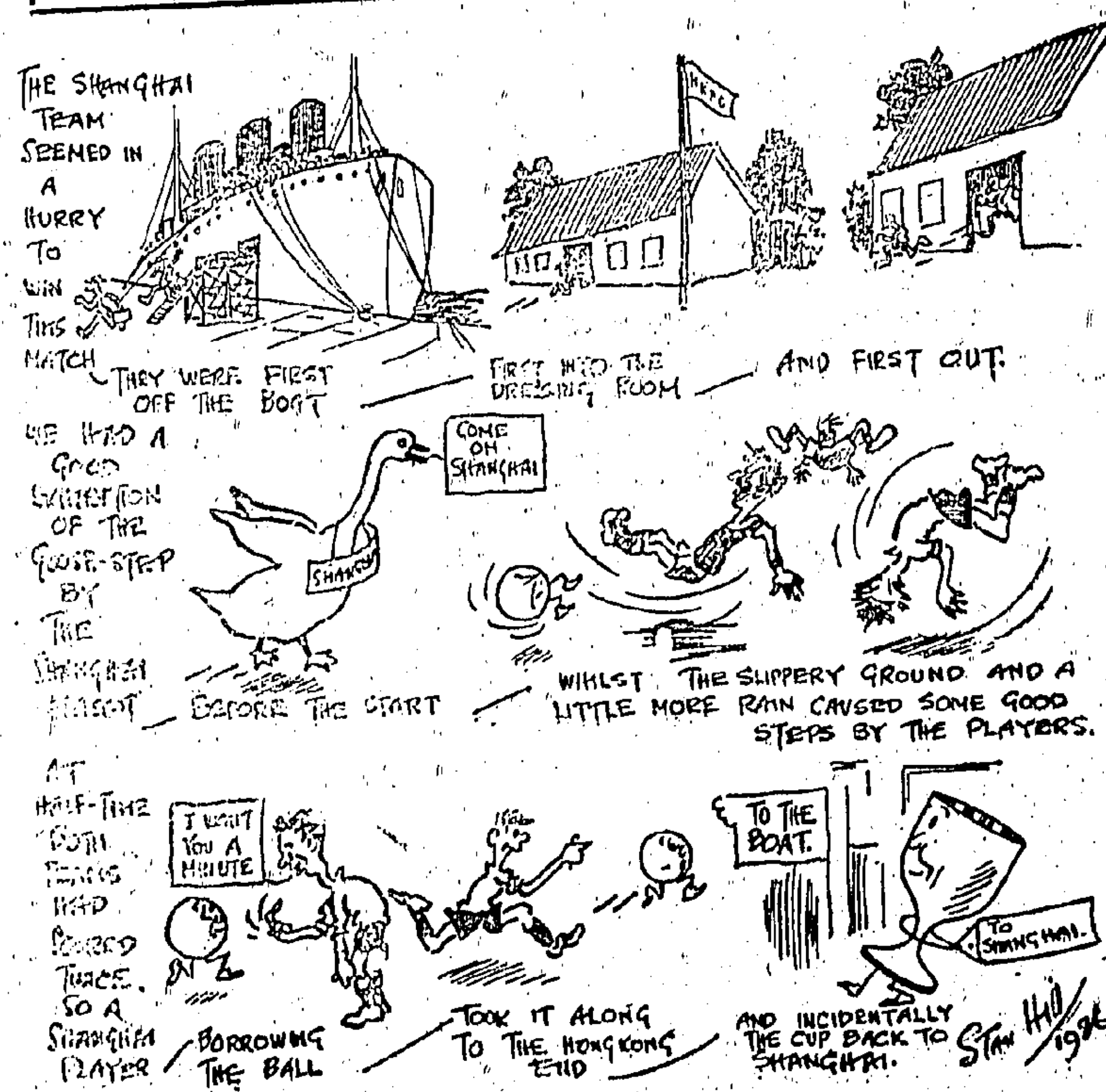
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PINKETTES KEEP YOU WELL.

CHANGING EXPORTS.

BIG CALL FOR MACHINERY.

A little while ago, in the course of a notable speech on British trade and finance, Mr. Walter Leaf pointed out that our export trade was changing its character—that we were exporting less raw and semi-manufactured material, but more valuable high-class manufacturers, such as machinery and the textiles. Certainly recent trade developments point to the truth of this conclusion, and it is one which brings with it considerable encouragement. While we are deploring the decline in our exports of coal, pig-iron and steel—though even that, it is gratifying to find, promises to be checked—we are making marked headway in the output and shipment abroad of special engineering plants, rolling-stock, engines, boilers and electrical machinery, all of a much more costly character and involving more skilled labour than the cruder materials on which public attention has been centred. It is certain that most of the improvement in trade lately experienced has been in this direction. In the last three or four months this country has been singularly successful in obtaining valuable contracts from abroad for hydro-electric plants, structural engineering work, locomotives, wagons and a variety of machinery, and it is in these special branches of engineering that real activity is now developing. This is confirmed by an announcement just sent out by the British Engineers' Association, which, in reporting an improved demand from overseas, states that the Dominions are calling for substantial electrical and other machinery in connection with big development schemes which are in progress, New Zealand's demands for hydro-electrical plant being particularly heavy, while South African railway and harbour developments entail extensive contracts for workshop equipment, mills, machinery and rolling-stock. It is also stated that there is a brisk demand for specified types of marine engines for Canada, Egypt, India, Japan, South Africa, Singapore and Holland, while an order for boilers for the auxiliary services of the two big motor liners now building in Italy has been secured by a British firm in the teeth of keen competition from the Continent. All this is reassuring. It not only means improving trade and employment, but is evidence that in the most valuable class of export business this country, far from falling behind, is making headway and competing successfully with its foreign rivals.—*Lloyd's List.*

Bombay, Mar. 8.—Sir Victor Sassoon, Bart. has engaged Mr. Frederick E. Holsinger, formerly of Ceylon, and late Managing Editor of the *Indian Daily Mail*, to organise a daily newspaper with the title of the *Morning Post of India*. A private joint stock company called the Amalgamated Press of India, Ltd., has been registered for the purpose with 50 lakhs of rupees capital. Mr. Holsinger with be General Manager of the Company and Editor of the newspaper. Orders have been placed in Europe for machinery and a site acquired for the building. Mr. Holsinger proceeding to Europe to recruit staff and to make other arrangements. It is understood that publication will commence next year.

SARGASSO SEA.

A DEMOLISHED LEGEND.

No part of the world has perhaps been draped in such mystery, or has had such gruesome tales attached to it as the Sargasso Sea, that region of the North Atlantic stretching from the Gulf of Mexico north and eastwards past Florida almost to the Azores. Legend vested it with long-lost ships stuck so fast in the floating weed which forms "a vast tract of what is almost land" that escape was impossible, their crews perishing miserably among generations of craft lying rotting in the dense entanglement of marine vegetation, never to be seen again by man. No storm, it was said, ever dissipated this impenetrable aquatic jungle. Nor was the weed its only horror, for it was believed to be the haunt of marine monsters long since extinct in other parts. An interesting paper contributed recently to the Royal Geographical Society by Captain C. C. Dixon clearly shows how mythical the "mystery" of the Sargasso Sea really is. Captain Dixon, who has crossed this sea 22 times in sailing ships and seven times in steamers, states: "The weed is never anywhere sufficiently dense to prevent or impede to any appreciable extent the passage of any vessel, not even a rowing boat. I have also made over 30 passages through it and I have never seen the 'Gulf weed,' of which it is composed, any thicker than a 'scum' on the surface." Regarding the "Monsters" supposed to inhabit it, Captain Dixon states: "The popular idea that the Sargasso Sea teems with life of great variety is an illusion. Both amount and variety are very limited." He concurs with the statement made by Charles Darwin when on the voyage in the *Beagle* that: "There was more variety of life in and about one leaf of kelp growing about shores of Tierra del Fuego than in the whole Sargasso Sea."

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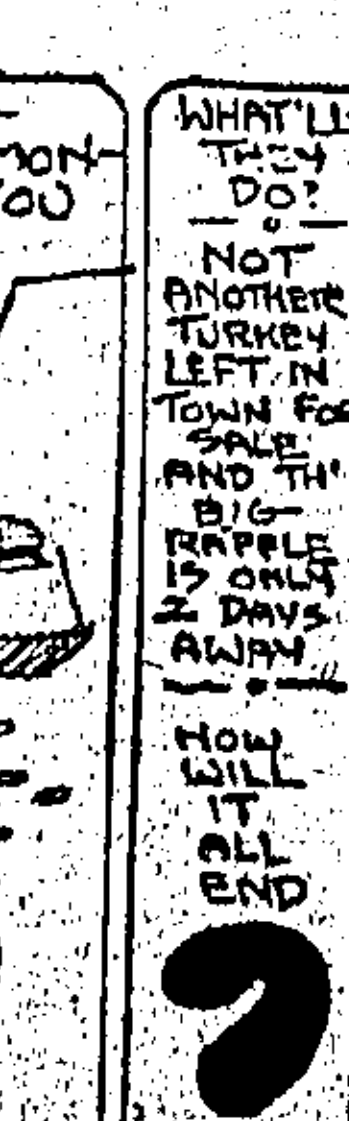
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G'Bye Turkey



By Swan

THE BEST
START
IN
LIFE



WOMEN'S INTERESTS

FOR
YOUR
BABY



The picture at the right shows the new black satin tām, while the picture at the left presents a cape in burgundy and gold cloth, with an elaborate embroidery motif.

For early spring, satin, and fabric hats have the sanction of Paris.

The one photographed is very popular now and is enormously smart because the angle and the shape can be modified to suit the wearer.

However, the tam must not be too jaunty and casual if it is to be harmonious with the present mode. The smart French woman wears her hat planted very firmly and squarely on her head and shows very little of her hair. The more extreme show none.

After so much colour there is a new and surprising appeal to black and white and its chic is indisputable, especially for the very young.

A lustrous black satin frock of simple line and cut is given dash, while being kept very dainty and girlish, by collar and cuffs of immaculate white satin; such as the lady of the tam is wearing.

Another style item that is bound to exert a great influence in the spring mode is the vogue of the cape.

Paris is showing it in many adaptations, not only for street and for dress wear, but for sport and for the most intriguing and sophisticated evening wraps.

The one pictured above is in shades of burgundy and gold cloth. The very gorgeous embroidered motif at the back is done in heavy gold thread to match the

stitchery on the sleeves and the front pin-ling.

This cape is voluminous about the hem but very snug at shoulder—and that is the secret of the silhouette. For a cape is not easy to wear. It requires a suggestion of cavalier to give it charm and daring. Also, it requires a slender, youthful figure and good architecture. The ankles must be shapely and the shoulders not too broad.

The smartness of the length of skirt is determined entirely by the figure, more specifically by the shape of one's legs.

No woman is ever smart in a skirt so short that it reveals too much of imperfection. If in doubt, better add the extra inch or so.

A MANICURE LESSON.

People who do their own manicuring should know that there is a right and a wrong way to do it. This is the right way.

First of all see that you have the following necessities for a good manicure: a pair of small, curved scissors, razor sharp; a good orange stick, pointed at one end, and rounded at the other; a wad of absorbent cotton, a package of emery boards, a small piece of pumice stone, a good nail bleaching buffer covered with chamois, a rose-tinted polishing paste, a good polishing powder, a reliable cuticle remover.

A bowl of warm soapy water is also necessary.

The first step in manicuring is to file the nails carefully into an oval, following the shape of the tips of the fingers; then using the file and the emery board to remove all rough edges. Carefully trim away ugly skin at the corners of the nail or smooth it down with pumice stone. Remove with the orange stick, never with a sharp instrument, the accumulation under the finger nails.

Next soak the finger tips in the bowl of warm soapy water until the cuticle is soft enough to be pushed back from the nail. Do this carefully with the rounded end of the orange stick, wrapped with a bit of absorbent cotton, and dipped in the cuticle remover. Gently work this round the base of the nail, until the half-moons are revealed, and all dead surplus cuticle removed. Never cut the cuticle. Small, ragged bits that cause hang-nails may be removed with the scissors if done skillfully.

Now wrap the pointed end of the orange stick with the cotton, dip in the nail bleach, and apply underneath the nail, removing obstinate stains.

Then apply a bit of paste polish to each nail with the finger tip, dip the buffer into the powder, polish, and rub the nails gently until they shine. An excessively high polish is not considered in good taste. Great care should be taken not to heat the nails by friction, as this causes white marks on them.

Lastly, tint the finger tips delicately on the inside if they are colourless, and dust the hand lightly with powder.

SECRETS OF GOOD DANCING.

Every amateur dancer should cultivate a ballroom style. If you have style, it means that you have a complete mastery of the steps you are dancing—that is to say, dance technique—and that, in addition, you have so far progressed as to be unconscious of the movements you are making.

Style really helps you to dance more easily and with greater pleasure and enjoyment than if you merely put a mechanical motion into the pastime. Whilst it cannot be satisfactorily described, it gives the dancer an air, a manner, and an ease of movement which will at once make him or her stand out from the average run of ball-room couples.

How are you to acquire this elusive quality? In the first place, be quite sure that you hold your partner correctly. A girl should not hang upon her partner like an apple on a tree. To be comfortable, a man should be unconscious of the fact that his partner is holding him at all. A common mistake is for the girl to lean heavily on the man's right shoulder, with her left arm, or to engage her partner's right arm in a vice-like grip, with her own left, by not keeping it up and level with her shoulder.

If you want to dance easily, these technical points are of the highest importance. Consider the position of the feet. They should almost graze each other as they pass. If they are not kept close together the girl will get a sway into her dancing of the ugliest possible kind.

A girl partner who wishes to acquire grace and smoothness of style, must learn to pick up her foot with quickness and energy. Watch the heels of any girl dancer in any ballroom and you can immediately distinguish the good dancers from the bad by this significant characteristic. A good stage dancer does not need it to the same extent, but her partner, if he is a good dancer, will be able to tell in a moment whether she has a mastery of this important detail or not. His dancing success largely depends on it.

Summing up the question of style as it affects the actual position of the couple, lightness of touch, quickness to respond to her partner's guidance, and energy of movement introduced without the smallest jerkiness in the arms or body are essentials to a girl's stylistic success. In other respects, the best way to attain this particular grace is by constant practice and attentive study of the best dancers in the best ball-room.

OF INTEREST.

Cut steel buckles lead all the other shoe ornaments in popular favour. Rhinestone buckles are strictly limited to evening shoes.

Bright scarfs of gossamer yarn in a loose knit are to be a feature of spring.

TO A SHINGLED RED-HEAD.

Old Titian setting eyes on you
(His canvas you'd have graced),

With eagerness a vivid hue
Had on his palette placed.

"Gadzooks!" Elizabeth had said,
And given vent to spleen.

To see a crown of blazing red
Upon another queen.

Around your flame, poor moth,
I turn.

Although my wings I scorch;
Indifferent, you see me burn,
You lovely, living torch!

FASHION HINTS.

The uneven hemline, achieved by panels, drapery or godet, is common among formal gowns.

Smart frocks of beige kasha for the little girl have the same flare at the bottom seen in those designed for her mother.

TABLE DECORATION.

To enter a dining-room where the table is artistically decorated goes far to make the prospective diner enjoy the meal. The fashion in table decoration changes with the times; at present harmony and simplicity are the first considerations.

When setting the table, keep the decoration low, in order that all guests can see one another, so that conversation is thereby facilitated. The statuette of old china is one of the simplest and most charming of centre pieces, although there is a great demand for small ivory or marble figures, which, placed here and there on a white cloth, look delightful. A beautiful old bowl or antique bottle in coloured glass, together with table glass to match, and a few flowers gives ample scope for a fascinating colour scheme.

The majority of people have now altogether dispensed with tablecloths, for both economic and artistic reasons. To serve a meal on a highly polished antique table is considered absolutely "the thing."

Fancy mats and dainty d'oyles prevent hot plates from scorching the wood. On a polished dark oak table a white-and-gold bowl filled with yellow flowers and several small vases filled with some golden flowers, gives an enchanting effect. Red flowers look well in a large crystal bowl well filled with water upon which half a dozen flower heads float.

Pink and white flowers look well in a low silver bowl, flanked with two smaller side jardinieres all filled with moss.

ABOUT EARRINGS.

Earrings are a very essential part of the evening coiffure for those whom they suit (and they suit most people), and a very pretty fashion is the one that ordains that head-dress and earrings shall match.

The latest in earrings are onyx and crystal or crystal and jet, of course long, in order to cope with the prevalent custom of drawing the hair over the ears.

One of the prettiest shapes is the cut crystal drops, suspended from tiny onyx beads, or the gypsy type, with one crystal ring in a larger one of jet.

FASHION QUEEN.



Sonia Jovanovitch, Berlin fashion model, has been elected fashion queen by German fashion designers. Her father was once doctor to the Czar of Russia.



They're having a campaign for longer skirts in Washington but it means nothing to this batch of society debutantes from prominent families.



From flimdom's hall of fame to a barber shop isn't a long step, for movie fame is fleeting. Edna Flinath, former star in British pictures, now is conducting a beauty shop in Hollywood. She is a sister of Viola Dana and Shirley Mason.

RESTORING COLOUR TO THE HAIR.

Many people confuse the difference between dyeing the hair and tinting it. There is a very great difference between the two. While dyeing means actually changing the colour of the hair, tinting is merely a harmless application of some preparation which brings out the lights and shades of the hair, which is an extremely fascinating feature to every woman.

Sometimes, even in quite young people, auburn hair becomes dull and faded. Its natural colour is easily restored by a henna shampoo taken regularly once a month. Obtain the henna in powder form, mix it to a paste with warm water, and apply to the hair. Leave for quite an hour and then wash off. The ordinary henna shampoo is best if the leaves are obtained. Two tablespoonfuls of the leaves should be placed in a large jug of boiling water, strain, and apply to the hair in the usual way. The hair must, of course, have been thoroughly shampooed before either of the above lotions are applied, as it will not take effect if there is the slightest trace of grease.

Brown hair is kept bright and shiny by an application of camomile lotion. Wash the hair well with the yolk of two eggs which have been thoroughly beaten in warm water. Rinse the hair in warm water before applying the camomile lotion. This is easily made at home by getting a handful of camomile flowers and gently simmering them in one pint of soft water. Allow to boil for about an hour and then strain. Do not apply this to the hair until cooled to luke warm. Use fresh lotion for each application.

Very effective for hair which is turning grey is potato water. Well wash just a few potatoes, peel thickly, and boil in an iron saucepan covered with a lid until the peelings become soft. They should then be strained and the water allowed to cool. Use a soft tooth brush for applying this to the hair and take great care not to touch the face or neck with the liquid or an ugly stain will result.

THIS WEEK'S RECIPE.

APPLE CREAM.

Peel, core, and cut up 2 lb. of apples, and boil till quite soft in a quart of water. Rub the pulp through a sieve; mix 1 lb. of sugar with the strained juice of two lemons; dissolve 3 ozs. of red gelatine in a little water, and stir it with the sugar and lemon juice into the apples. Mix all well, and pour it into a mould. When set, turn out, and serve with whipped cream.

DAINTY BRASSIERES.

The brassiere, which has been more or less in demand, since corsets are not worn, is being made in a number of fancy styles. Among the newest are brassieres of coloured silks trimmed with *entre-deux* of lace, white or black.

Others are made of strips of ribbon in delicate shades, overlapping to form a snug-fitting bodice.

An extreme novelty is a brassiere consisting of a strip of white satin, and one of black velvet, winding about the figure, with shoulder straps of velvet.

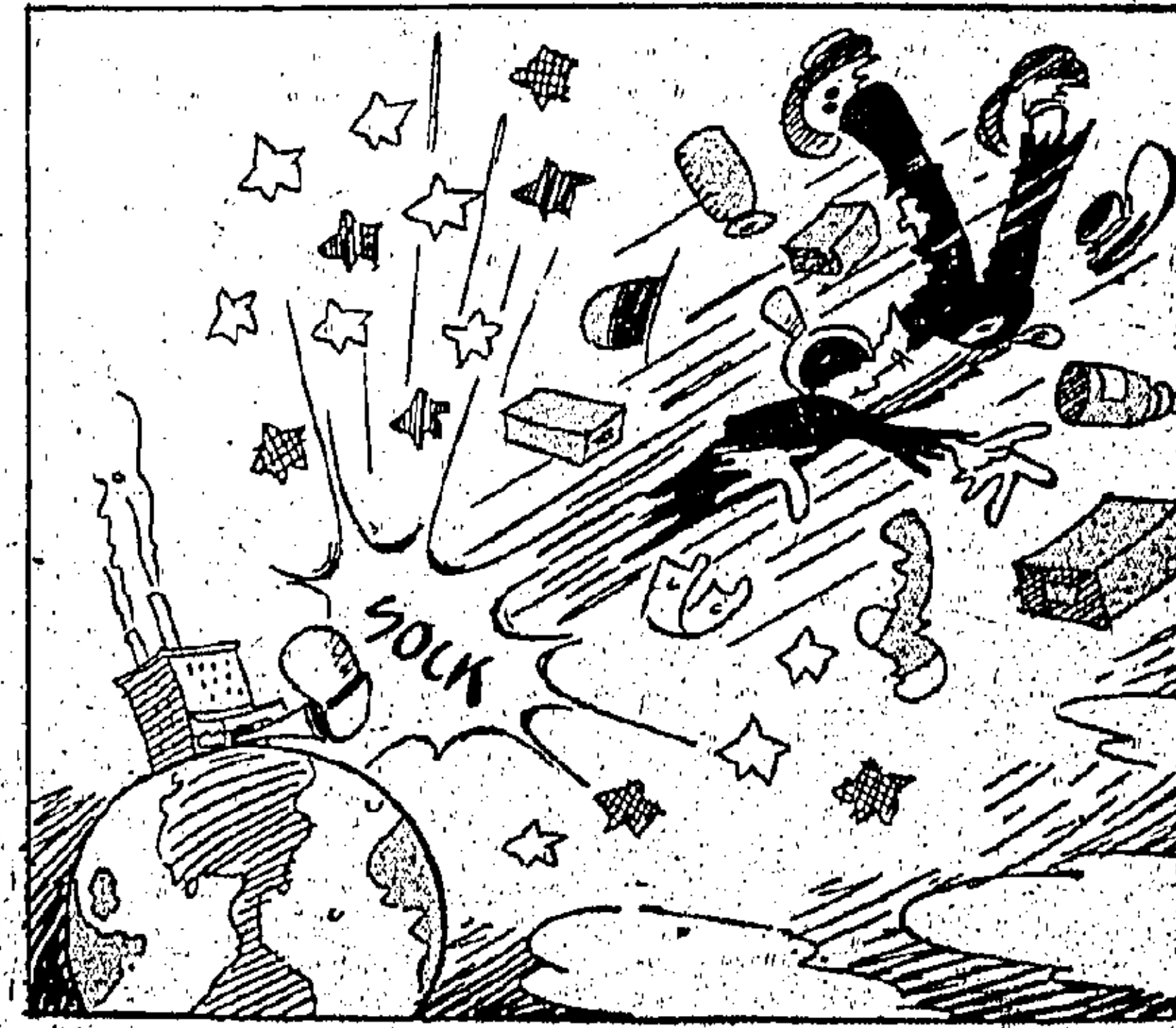
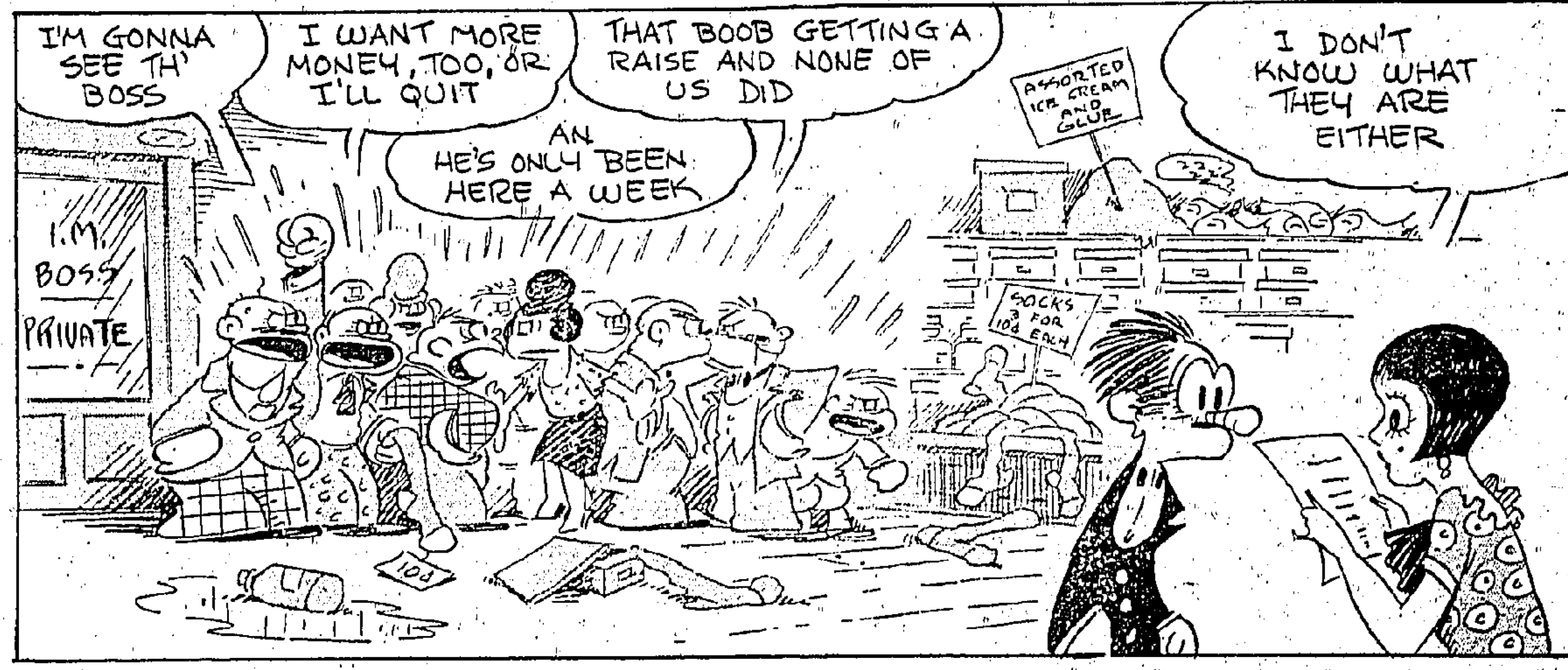
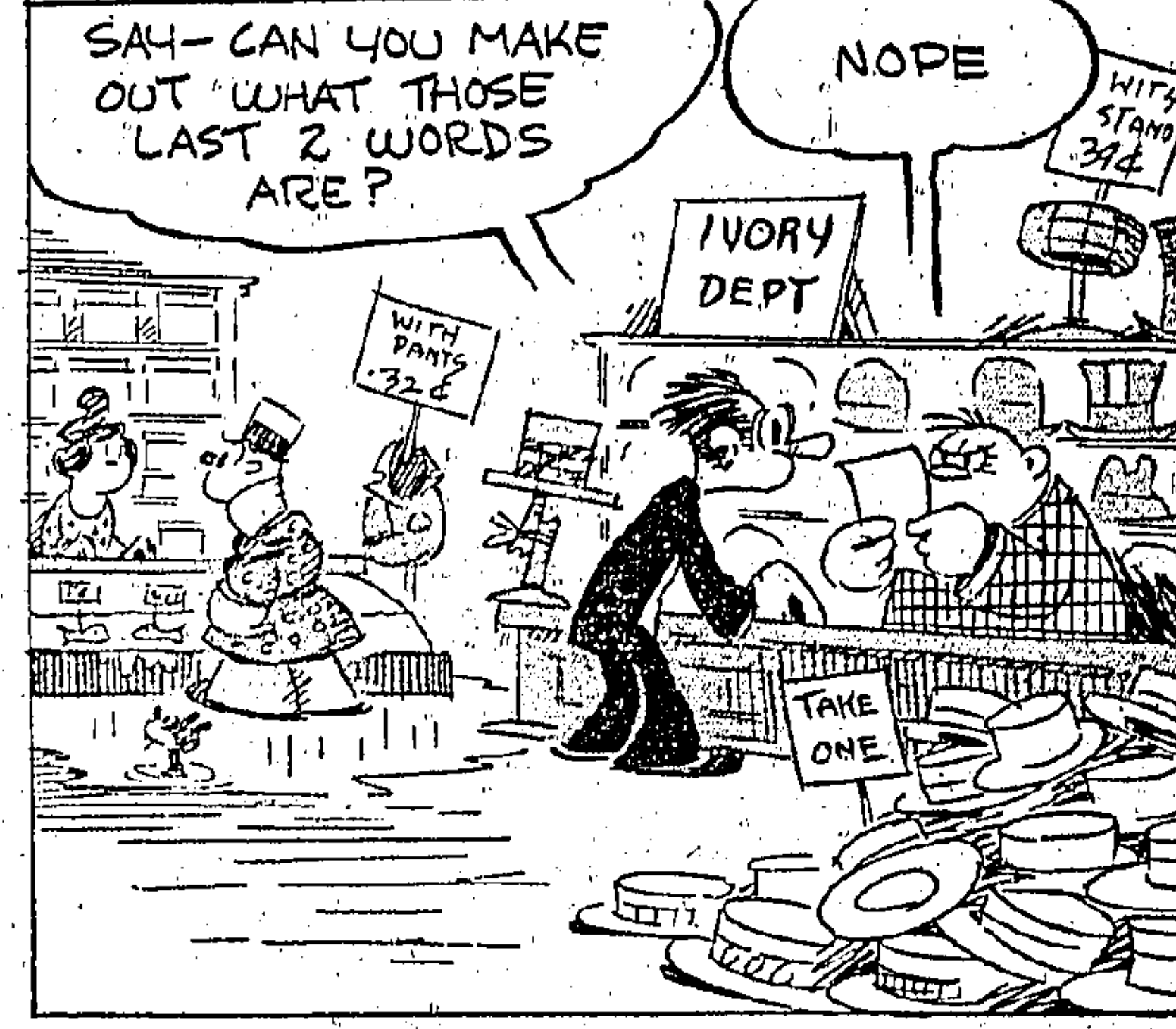
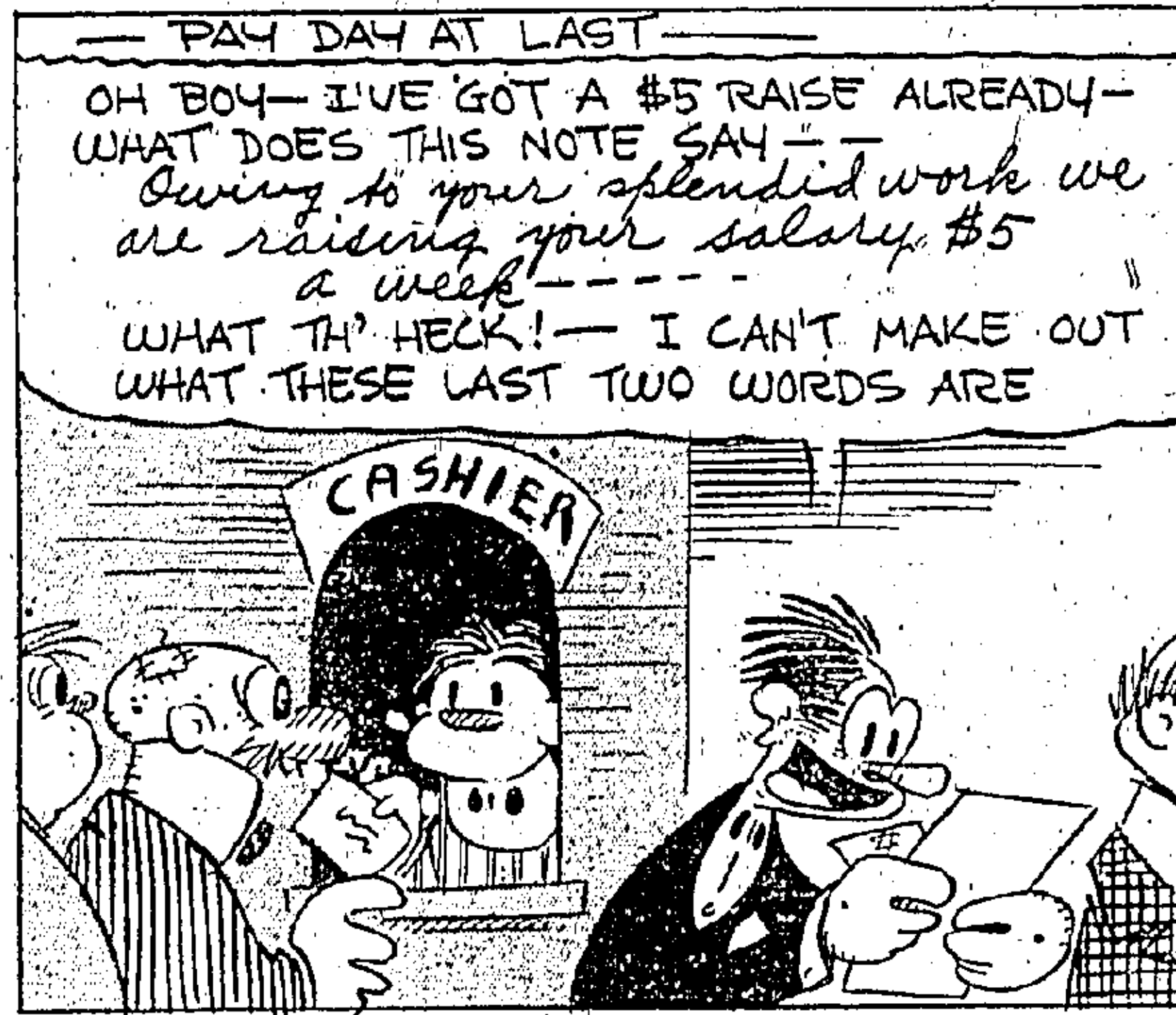
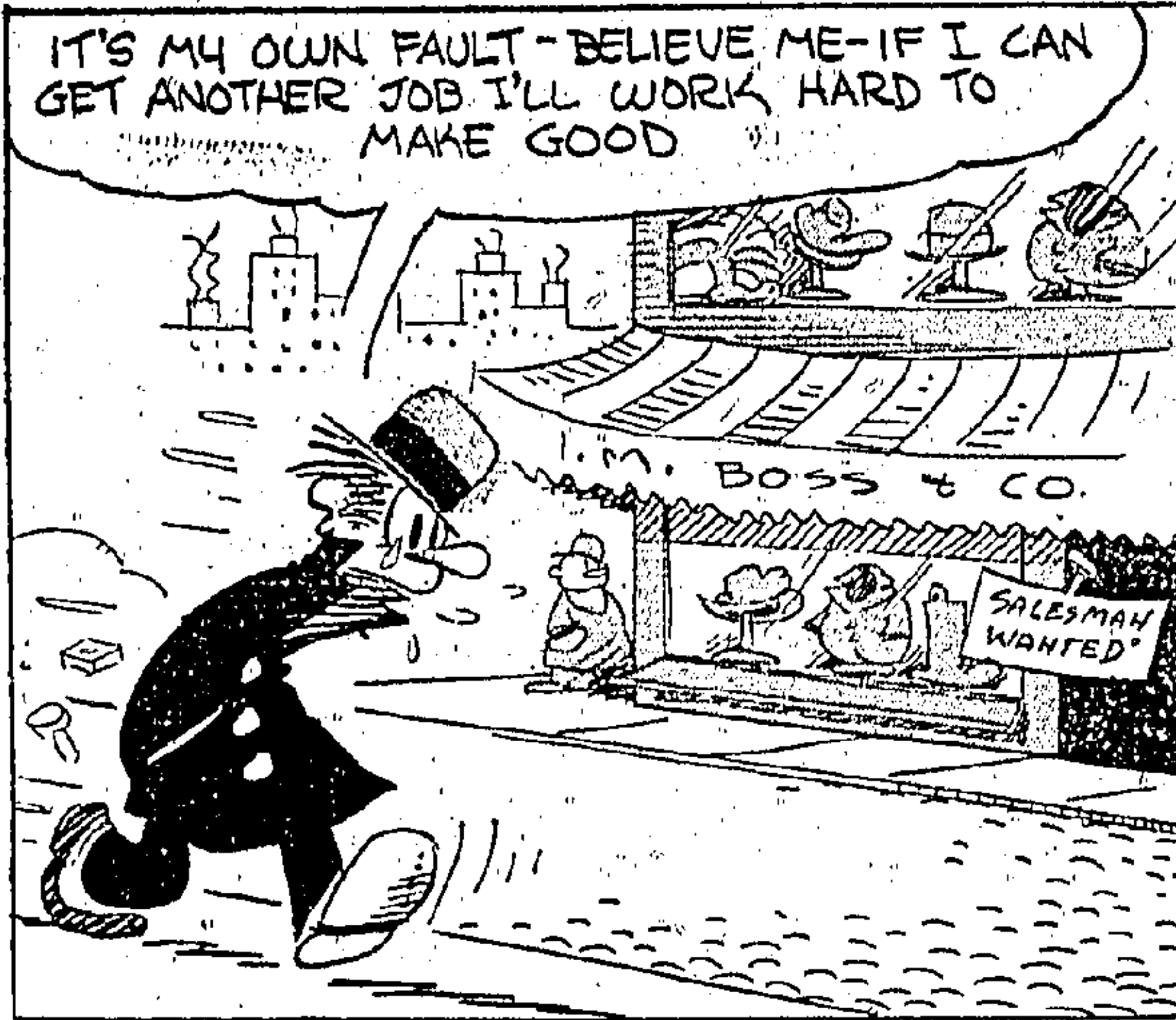
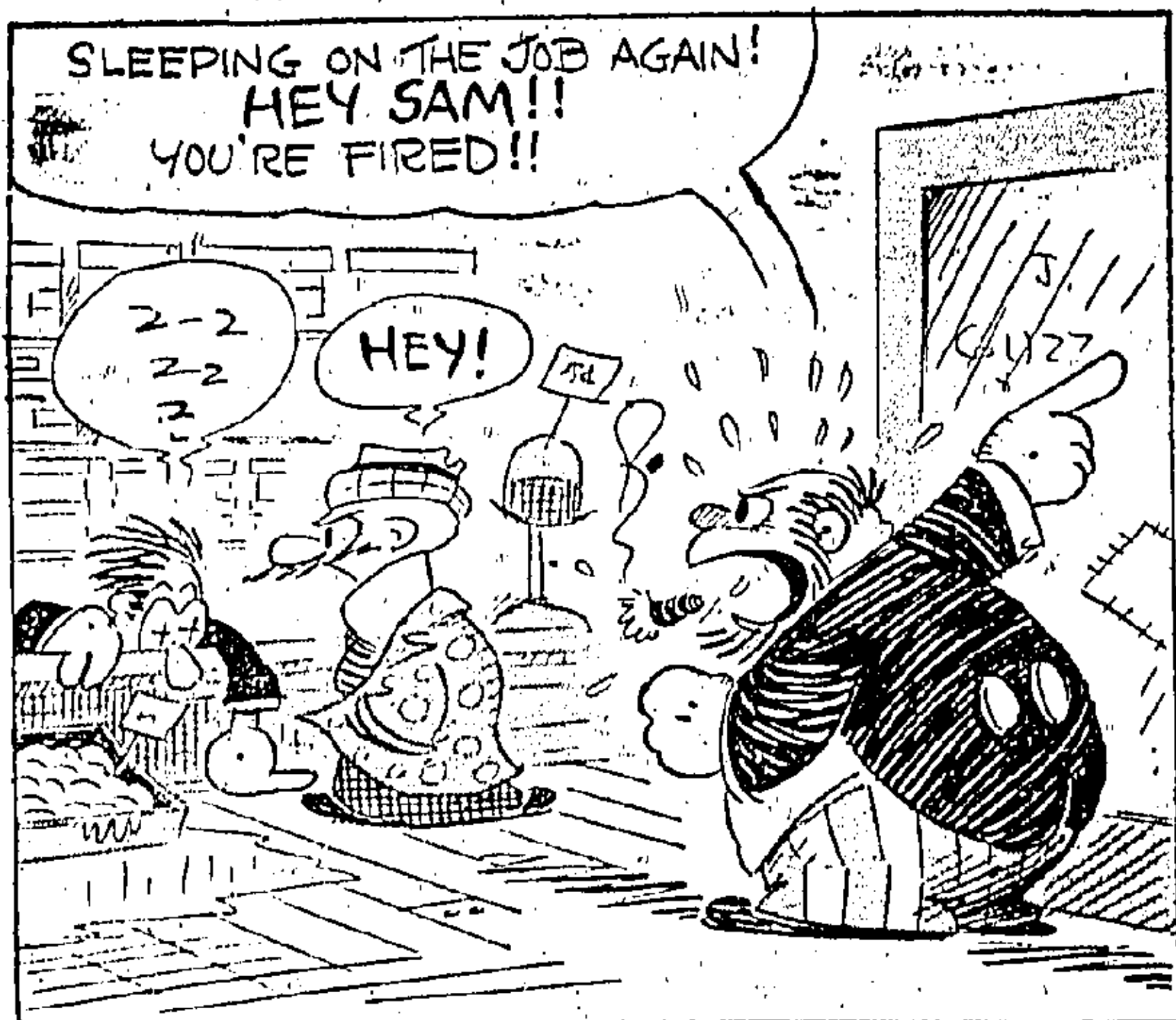
An intriguing little is the fancy shoulder strap. Since the straps that hold in place the underthings are worn frankly, much care is given to their quality and colour.

Pretty ribbons have been used heretofore, most of them in tub colours. Now, there is to be had a narrow strap of finely woven silk, thickly studded with tiny beads. These are made in different coloured beaded stripes, and, being adjustable, are shown in any sort of trimming to match the gown.

IN NEW ROLE.



Theda Bara, who usually plays serious parts, is at present appearing in a musical comedy.



LOCAL FOOTBALL.

PORTUGAL DEFEATS REST OF COLONY.

In the last match before the return of the Shanghai Portuguese, a team representing Portugal yesterday defeated the Rest of the Colony by two goals to one. The Rest of the Colony scored first, a long shot by King striking the cross-bar and falling to the feet of Pulford, who carried it through. Two minutes only had elapsed when the Portuguese equalised through the forceful Furtres, and the same player scored the winning goal with a splendid shot some twenty minutes before the close.

The Rest of the Colony were well represented in defence but the forwards, with the exception of King, were anything but impressive, though Pulford and Ip Kau worked hard.

Many of the Portuguese were obviously feeling the effects of playing many games one after the other, and on the whole the match provided little to enthuse about. The backs on both sides were good, but the Rest of the Colony half-backs were a better line than those of the Portuguese.

One at least of the Rest forwards needed a rest after the first five minutes. The Portuguese forwards were well held until Brittain, Howard and Watson tired of making gilt-edged chances for their forwards to throw away.

SHANGHAI FOOTBALL.

SCOTLAND DEFEATS CHINA.

As was only to be expected in view of the splendid game between these teams the previous Saturday, when a great game in which extra time had to be played resulted in a draw of two goals each, there was a huge crowd—estimated at over 10,000—at the Pioneer field, Shanghai, on Saturday afternoon last to see China play Scotland for possession of the Prentice-Scottow International Cup.

Scotland won by four goals to nil.

LAWN TENNIS.

RESULTS OF YESTERDAY'S MATCHES.

Rumjahn Successful.

There were only three matches in the lawn tennis tournament yesterday, and of these two were in the open championship doubles. The two contests in this event were interesting, and as the scores show they were very even.

The Rumjahn, who opposed Owen Hughes and Sewell, were not perhaps up to form, but gained the decision in the fourth set.

It was only towards the latter part of the match that the Indian representatives exhibited any spectacular tennis, their volleying being brilliant at times. The losers put up an exceedingly good struggle against obviously better players.

Grimble and Hett were fully extended by the Japanese pair, Mawatari and Untoro, although the match only went to three sets.

In the Club championship Stevenson beat Armstrong in three straight sets.

Detailed results were as follow. Open Doubles:—H. D. and S. A. Rumjahn beat H. Owen Hughes and G. W. Sewell, 6-1, 3-6, 6-3, 6-3. E. Grimble and A. S. Hett beat K. Mawatari and J. Untoro, 8-6, 8-6, 7-5.

Club Championship:—W. B. Stevenson beat H. J. Armstrong, 6-1, 8-6, 6-2.

A. D. Humphreys having withdrawn from the tournaments, Grimble and Hett will receive a walk over from R. E. Tottenham and Humphreys in the third round.

FRENCH POLITICS.

Paris, April 9. M. Malvy, announcing his resignation, said that attacks made on him were of such a nature as to weaken the support which M. Briand and the Right expect of him. Moreover he was precluded from replying suitably to the attacks so long as he held the portfolio.—*Reuter.*

THE NORTHERN WAR.

FALL OF PEKING IMMINENT.

Shanghai, April 9. The allied forces claim the occupation of the south of Makou Bridge to Taihang gate, Nanyuen, about twenty li from Peking, the fall of which is imminent.

According to telegrams received from a Peking foreign source, the capital is panic-stricken.

Serious fighting is raging between the two forces. Reports received from the Feng-tien party state that Chang Tso-lin has ordered his forces not to allow a single soldier to enter the city after capturing Peking.—*Wah Kiu Yat Po.*

BRITAIN'S COAL PROBLEM.

REJECTION RECOMMENDED.

London, April 9. A national delegate conference of miners privately discussed in London to-day the proposals by coal-owners arising from the coal report.

The executive recommended the rejection of the proposals, and a firm stand against the district wages and extension of hours. They recommended a demand for a national wages agreement and national minimum percentage.—*Reuter.*

OIL POLLUTION.

London, April 9. The Miners' Executive have invited the owners to meet them immediately, to continue the negotiations.—*Reuter.*

AMERICA CALLS A CONFERENCE.

Washington, April 9. The Government has called a conference of maritime powers for June 8, for the purpose of dealing with problems of oil pollution through international agreement.

Twelve countries have been invited, including Britain and Japan.—*Reuter's American Service.*

FRENCH INFLUENCE.

PLANS FOR NEW PEKIN INSTITUTIONS.

Arousing Home Interest.

Paris, April 9. Mons. Fabregues, the Conductor Bishop of Peking, interviewed by the *Gazette*, declared that he had come to France to make opinion here interested in the development of French influence in the Far East, and intended to found at Peking two high instruction colleges for Chinese society youth, and an apprenticeship school, which plan has been approved by the Holy See.—*Havas.*

The Finance Ministry announces the formation of a national committee under the presidency of Marshal Joffre in order to ensure the full success of voluntary contributions to be devoted to amortization of the short term debt and improvement of the franc. President Doumergue has donated 50,000 francs and M. Peret 10,000.—*Havas.*

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EX-PRINCESS.

NOW PREY TO POVERTY.

Brussels.—In circumstances of the direst poverty here in Brussels lives the former Crown Princess Louise of Saxony. To the misery of her destitution and her generally wrecked life has been added, within a day or two, the sorrow that must come to her from the knowledge that the husband for whom she gave up royal rank, a great fortune and her family position, everything that she possessed, in fact, but with whom she later quarrelled and from whom she separated, now lies dead in Florence, his native Italian city, and that the end came to him in circumstances of the greatest pathos.

Pitiful Romance.

Of all the many strange, almost uncanny royal romances that have occurred in Europe during the last quarter of a century, this is perhaps the strangest and most pitiful.

Enrico Tesselli and the former Crown Princess loved each other to the end and said so, although they could not dwell together without bitter quarrels and had not seen each other for a number of years.

The present decade has known no drama more pitiful than that which started in the capital of Saxony, when the wilful young Crown Princess Louise, 22 years old, fled from Frederick, the Crown Prince, in 1902 because she had good reason for the desperate fear that her father-in-law, royal though he might be, would have her, a perfectly sane woman, locked up in an asylum because he so bitterly resented the fact that his son had married her.

Rebelling Against Discipline. She had persistently rebelled against the rigid discipline the old King tried to impose upon her as his daughter-in-law, and thus had earned his venomous hatred. Her husband finally, for money reasons, sided with his father.

Presently, in her voluntary exile, the wilful Princess met a youthful Belgian tutor of the name of Enrico Giron, and after the Crown Prince had divorced her they were married just as her daughter, Monica, was born. And thus brought her association with the tutor to an end. He deserted her in 1903.

Three years later she was thrown into contact with the handsome, very talented professor of music, Enrico Tesselli, in Florence, where she had taken refuge because living there was cheap. Louise of Saxony had already become a celebrated, if a pitiful, figure in the city, and the young musician was at once attracted. They were in love at once.

Finally Marries Musician. They waited not longer than till the following day before they took vows in a church that they would marry.

Almost a year elapsed before they actually were married, but during that twelve months they were as much together as was possible, and their romance never faded, although the young Italian was warned by his inamorata's lady-in-waiting that marriages between royalty and commoners always are unlucky.

The wedding was a simple formality in a London register's office.

For a time they were happy, but in 1911 they quarrelled bitterly, owing to the husband's jealousy and the former Crown Princess was compelled to bring proceedings for divorce, alleging cruelty.

Takes Name of Countess. Toselli, now very eminent in music, declaring that he still loved his wife devotedly and worshipped their young daughter, made efforts for a reconciliation, and for a time it seemed that these would be successful, but that two such emotional creatures should get on together was not written in the stars.

Now that he is dead the former Crown Princess has donned shabby mourning, the best that she can buy. As the Countess of Ysette, the name she has selected from the many her old-time royal rank gave her the right to use, she passes sadly through the streets, undoubtedly wondering because of the strange and tragic end of her last dream.

The story has its sad as well as a squalid features.

SICCOWEI OBSERVATORY.

A DESERVED TRIBUTE.

In China's present troublous times—times of internal wars, factional fighting, communistic efforts towards a complete Chinese national disintegration, political intrigue, widespread oppression, and chaos generally—it is pleasing to reflect that there is one "great institution in China which carries on its work unflinched by the deplorable state into which the country has fallen, and undeterred by the disadvantages against which it has had to contend since it was established more than half a century ago;

and that institution is Siccawei Observatory. What shipping men and shipping interests owe to the aggregate to the efforts of those who have laboured at Siccawei in the interests of safe navigation will never be known; and it is only the thought of what would be the state of affairs if there were no Siccawei Observatory that can give one any conception of the incalculable benefits that are conferred upon shipping in Far Eastern waters by the high standard of scientific knowledge and practice, and the vast amount of research and labour for which the Jesuit Fathers and their staffs at Siccawei Observatory are responsible. The complete history of Siccawei Observatory has already been given in these columns and need not be enlarged upon here; beyond an emphasis of the fact that for more than fifty years it has made a progressively greater and greater contribution to the cause of safety at sea.

Siccawei Observatory is in some respects unique. During recent years most of the great maritime nations have taken steps to institute a modern and efficient meteorological coast-line and the vast amount of shipping—and in this respect the United States and Great Britain are well to the fore. But China, with her huge coastline and the vast amount of shipping—foreign and Chinese—which uses her ports, has no national system of weather information and there are no signs that any money for this very important service will be available for many years to come.

Hence, practically all of the meteorological work, or at least that connected with shipping, is performed voluntarily, with no grant of any description from the Chinese Government, and with comparatively little from anyone else. And the people who give this great service to those who go to sea, and who help, in a vastly important degree to safeguard the ships and all that they carry, are the Jesuit Fathers at Siccawei Observatory and their very efficient staffs. This work at Siccawei is carried on under the direction of two gentlemen to whom every shipping man in the Far East owes a heavy debt of gratitude. We refer to the Reverend Father Louis Froc, S.J., Director of the Observatory, and to the Reverend E. Gherzi, S.J., his chief assistant. Father Froc, for more than forty years, has laboured at the observatory in the cause of navigation, and for practically three decades, with but one break in his work, he has been Director of the Observatory from whence has been disseminated, in all seasons and at all times, meteorological information that has been of incalculable value to shipping on the China Coast.

(Incidentally, Father Froc is at present on a well-earned rest from his labours, a rest which we are informed is fully necessary; and shipping men will wish him an early recovery to his normal state of health and a safe return to Shanghai.) During recent years he has received the very valuable collaboration of the Rev. Father Gherzi; and the system at Siccawei is now as near to perfection as conditions and circumstances will allow. With the typhoon season approaching once more, these gentlemen will again be labouring, at all hours of the day and night when necessary, on behalf of shipping on the China Coast; and whatever the coming period will bring forth, shipping men will be sure in one conviction, that Father Froc and Father Gherzi, and their staffs at Siccawei, will labour on their behalf as efficiently and as assiduously as is humanly possible.—*Shipping and Engineering.*

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.
Authorized Capital - \$50,000,000
Issued and Fully Paid-up - \$20,000,000
Reserve Fund - \$2,500,000
Selling - \$17,000,000
Silver - \$17,000,000
Reserve Liability of Proprietors - \$30,000,000

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Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai - G. H. Stitt, Esq.

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Hongkong, 27th Feb., 1926

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent annum. Should there be no balance of any day in a month no interest will be allowed for that month.
Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.
For the Hongkong and Shanghai Banking Corporation.
A. H. BARLOW,
Chief Manager.
Hongkong, 7th January 1925.

THE BANK OF CANTON LTD.

Head Office Hongkong.
Established 1912.
Authorized Capital - \$1,200,000
Paid Up Capital - \$1,078,000
Silver Reserve Fund - \$700,000

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LOO JOONG SHAN,
Chief Manager.

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(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital - \$60,000,000
Paid-up Capital - \$18,278,600.00
Reserve Funds - \$9,679,475.84

HEAD OFFICE: PEKING.
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Subscribed Capital - £2,000,000
Paid-up Capital - £1,500,000
Reserve Fund - £1,500,000

BRANCHES:
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Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES,
Manager.

5, Queen's Road Central, Hongkong, April 17th, 1925.

MEXICO'S PETROLEUM LAW.
Mexico City, April 9.
The petroleum law has been published in the official gazette, hence it becomes immediately effective.—*Reuter's American Service.*

BANKS.

INTERNATIONAL BANKING CORPORATION.

(Owned by the National City Bank of New York.)
Capital, Surplus and Undivided Profits U. S. \$14,000,000.

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36 Bishopsgate, E. C.

BRANCHES:
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Manager.
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(Incorporated by Royal Charter 1853.)

Paid-up Capital - £5,000,000
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Reserve Liability of Proprietors £3,000,000

Foreign Exchange and General Banking business transacted.
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A. H. FERGUSON,
Manager.

BANQUE DE L'INDO-CHINE
HEAD OFFICE:
95, Boulevard Haussmann, Paris.

Subscribed Capital - Frs. 72,000,000.00
Paid Capital - Frs. 68,400,000.00
Reserve Fund - Frs. 59,667,233.64

BRANCHES:
Bankok, Hanoi, Pondicherry, Batavia, Hongkong, Saigon, Calcutta, Manille, Shanghai, Canton, Yokohama, Singapore, Kobe, Peking, Tientsin, Hankow, Pootung, Yunnanfo.

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In LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
In NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
A. LEOOT,
Manager.

THE BANK OF EAST ASIA LIMITED.
HEAD OFFICE—HONGKONG.
10, Des Voeux Road Central, Hongkong.

Authorized Capital - \$10,000,000
Paid-up Capital - \$5,000,000
Reserve Fund (1925) - \$1,230,000

DIRECTORS:
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Every description of Banking and Exchange business transacted—Loans granted on approved securities.
SAFE DEPOSIT BOXES to let.
KAN TONG PO,
Chief Manager.
Hongkong, 8th February, 1926.

NETERLANDSCHE HANDEL MAATSCHAPPIJ.
(Netherlands Trading Society) BANK.
Established 1824.
Hongkong Branch established 1900.

Authorized Capital Guilders - 150,000,000
(£12,500,000)
Paid-up Capital Guilders - 80,000,000
(£6,566,667)
Reserve Fund Guilders - 20,536,661
(£1,711,405)
Special Reserves Guilders - 22,660,000
(£1,888,330)

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Eastern HEAD OFFICE—BATAVIA.
BRANCHES:
Bandjermasin, Kota-Batja, Rotterdam, Macassar, Samarang, Bandoeng, Medan, Shanghai, Calcutta, Padang, Singapore, Cebu, Palembang, Soerabaja, Djember, Pecalongan, Soerakarta, Soerabaja, Penang, Teluk, Djokjakarta, Pontianak, Weltevreden, The Hague, Bangoen, Weltevreden, London Bankers—National Provincial Bank, Ltd.

Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASSEN,
Acting Manager.

THE P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1920)
With which is affiliated THE ALLAHABAD BANK, LTD. (INDIA)

Authorized Capital - £85,000,000
Subscribed and Paid-up - £82,500,168
Reserve Fund - £100,000

HEAD OFFICE:
122, Leadenhall London E.C.

WEST LONDON BRANCH:
14-16, Cockspur Street, London S.W.1.

EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and is addition to its Branches has Agencies in all the principal cities of the world.

L. E. HOPKINS,
Manager.
23, Des Voeux Road Central, Hongkong.

ORIENTAL COMMERCIAL BANK, LTD.
HEAD OFFICE:
50 Des Voeux Road Central, Hongkong.

BRANCHES—BANGKOK—SHANGHAI.
Correspondents:—London: Westminster Bank, Ltd.; New York: National City Bank; San Francisco: Union Trust Co. of San Francisco; Canton Bank.

Authorized Capital - £5,000,000
Paid Up Capital - £1,500,000

Modern banking in all its branches. Current accounts savings accounts and fixed deposits solicited. Loans granted on approved securities. Overdraft banking a specialty.

INTEREST—Current accounts 2 per cent savings 4 per cent, Fixed Deposits, 3 months 4 per cent, 6 months 4½ per cent, one year 5 per cent.
Safe Deposits, Boxes for Rent. Our Vaults safeguarded by time clocks and double combinations. Atmucr plat steel doors.

J. Y. LUM,
Manager.

THE HO HONG BANK, LTD.
(Established 1917.)
CAPITAL:
Authorized Capital - \$20,000,000
Issued - 8,000,000
Paid-up - 4,000,000
Reserve in full of Shares - 4,000,000
Surplus - 825,000

HEAD OFFICE—SINGAPORE.
Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.
H. L. HUANG,
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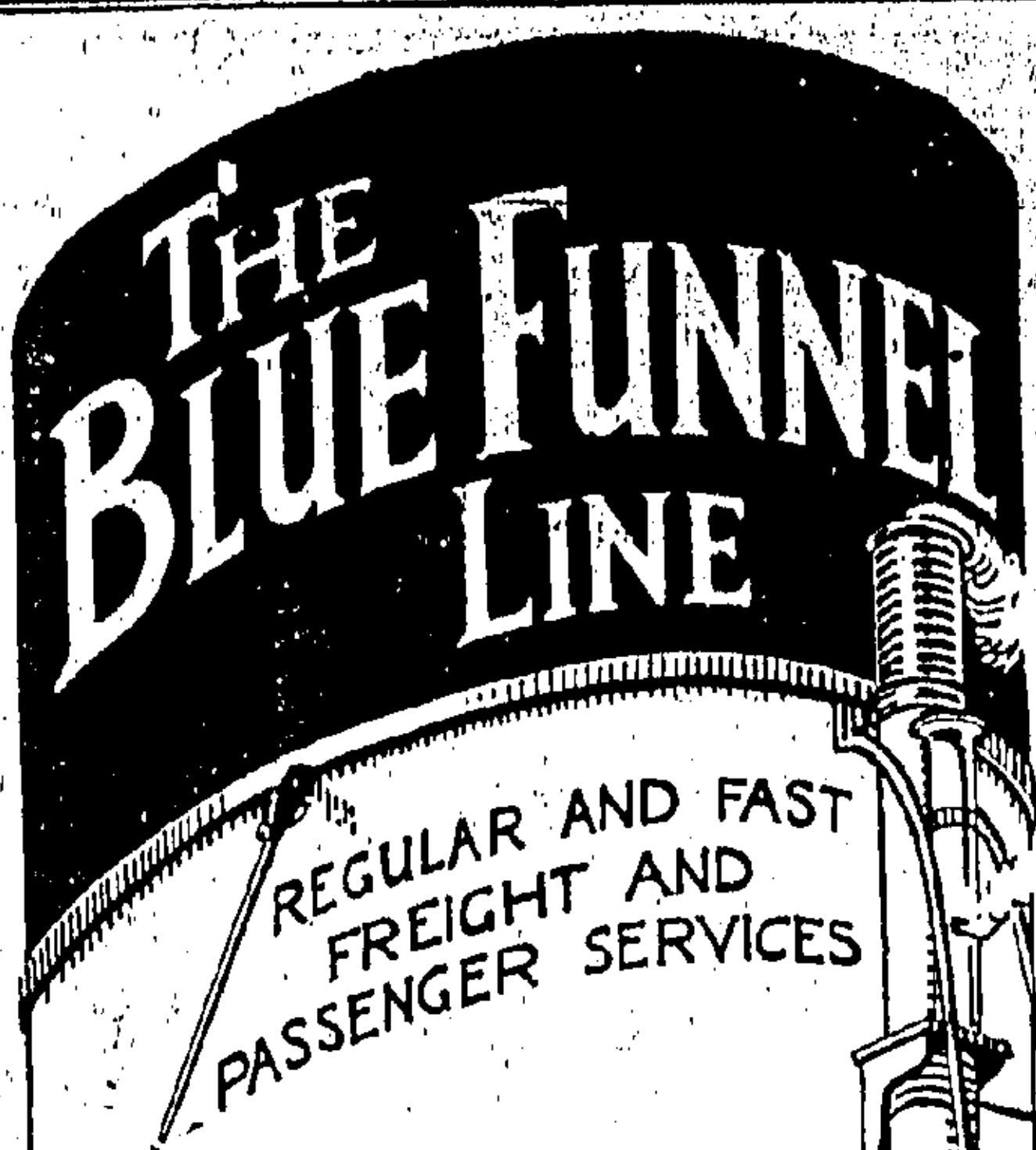
THE YOKOHAMA SPECIE BANK LTD.
Established 1833.
Capital (fully paid up) - Y. 100,000,000
Reserve fund - Y. 85,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Batavia, Kobe, Semarang, Bombay, London, Soerabaya, Buenos Ayres, Lyons, Bangkok, Calcutta, Los Angeles, San Francisco, Canton, Manila, Seattle, Shanghai, Hongkong, Nagasaki, Yokohama, Dairen, Nagoya, Singapore, Fongtien, Osaka, Shimonoseki, Hankow, New York, Tientsin, Hamburg, Peking, Tokyo, Honolulu, Rio de Janeiro, Tientsin, Manila, Kanchi, Vladivostok, Kail Yuen, Saigon.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

Mr. C. AKIMA,
Manager.
Hongkong, March 11th 1925.

行銀商工法中
BANQUE



REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

via MALTA.
"RHEXENOR" 20th April. Marseilles, London, R'dam & H'burg
"PATROCLUS" 5th May. Marseilles, London, R'dam & H'burg
"TROLLOS" 18th May. Marseilles, London, R'dam & H'burg
"ANTENOR" 2nd June. Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE

"TEUCER" 20th April. Genoa, M'les, Havre, L'pool & G'gow
"MENELAUS" 1st May. Genoa, M'les, Havre, L'pool & G'gow
"HYSON" 20th May. Genoa, M'les, Havre, L'pool & G'gow
"KEBMUN" 1st June. Genoa, M'les, Havre, L'pool & G'gow

PACIFIC SERVICE

via KOBE & YOKOHAMA.
"PHILOTTES" 17th April. Victoria, Vancouver & Seattle.
"TYNDAREUS" 12th May. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"DIOMED" 7th May. New York, Boston & Baltimore
"ATREUS" 21st May. New York, Boston & Baltimore

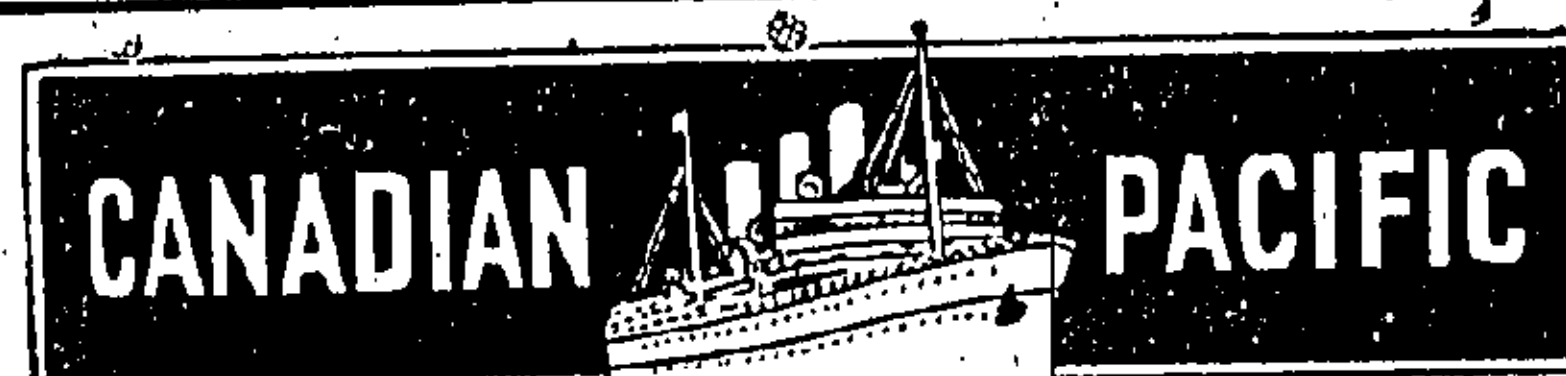
PASSENGER SERVICE

"PATROCLUS" 5th May. Singapore, Marseilles & London.
"ANTENOR" 2nd June. Singapore, Marseilles & London.
"TROLLOS" 14th July. Singapore, Marseilles & London.
"SARPEDON" 8th Sept. Singapore, Marseilles & London.
"PATROCLUS" 20th Oct. Singapore, Marseilles & London.

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17 Days from Hongkong to Vancouver
LARGEST, FASTEST & MOST LUXURIOUS
STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £83 £80
(Payable in Local Currency.)

VICTORIA AND VANCOUVER

via SHANGHAI & JAPAN PORTS.

Steamers	Hongkong	Shanghai	Kobe	Yokohama	Value
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
EMPRESS OF ASIA	Jun. 24	Jun. 27	Jun. 30	Jul. 3	Jul. 12
EMPRESS OF CANADA	Jul. 9	Jul. 12	Jul. 15	Jul. 17	Jul. 26
EMPRESS OF RUSSIA	Jul. 22	Jul. 25	Jul. 28	Jul. 31	Aug. 9
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 25
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4

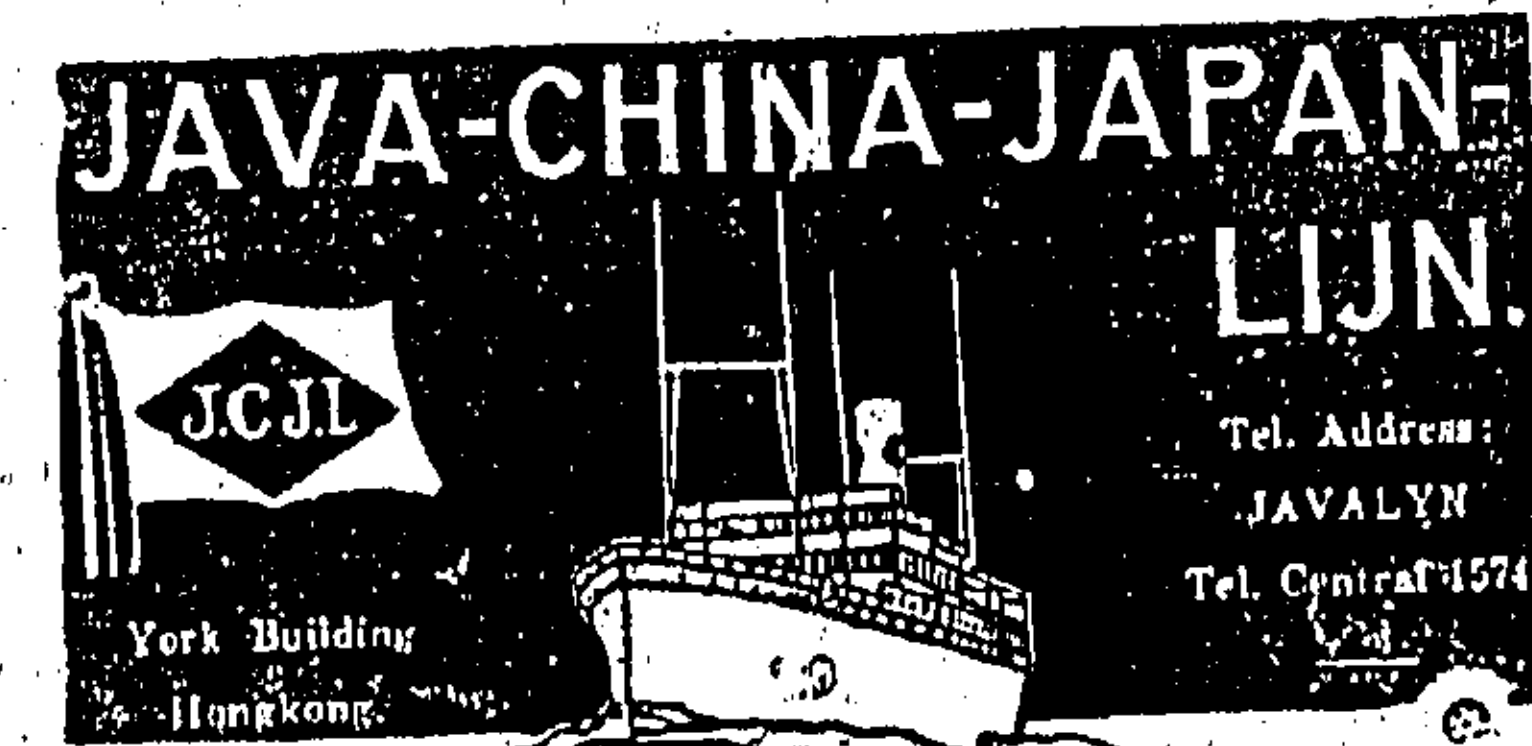
(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Apr. 22	Apr. 24	E/ASIA	Apr. 25
May 6	May 8	E/CANADA	May 9

Passenger Department: Tel. C. 752
Freight and Express: Tel. C. 42

Cables: "GACANPAO"
Cables: "NAUTILUS"



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjisaroca	Shanghai	7th April	8th April	Batavia
Tjikendi	Japan	9th April	10th April	Batavia
Tjilboet	Dalny	12th April	13th April	M'kar & S'baia
Tjilwong	S'baia	16th April	17th April	S'hai & Dalny
Tjikembang	Batavia	18th April	22nd April	Shanghai
Tjikini	Japan	28th April	29th April	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia. For Freight and Passage apply to the

Java-China-Japan Lijn.

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S.S. "PRESIDENT JACKSON" April 10th, 5.00 p.m.
S.S. "PRESIDENT MCKINLEY" April 22nd, 5.00 p.m.
S.S. "PRESIDENT JEFFERSON" May 4th, 5.00 p.m.

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

FOR MANILA
S.S. "PRESIDENT MCKINLEY" April 14th, 5.00 p.m.
S.S. "PRESIDENT JEFFERSON" April 26th, 5.00 p.m.
S.S. "PRESIDENT GRANT" May 8th, 5.00 p.m.

Through Bills of Lading to all United States and Canadian Overland points, also via Panama Canal Lines to Atlantic Ports.

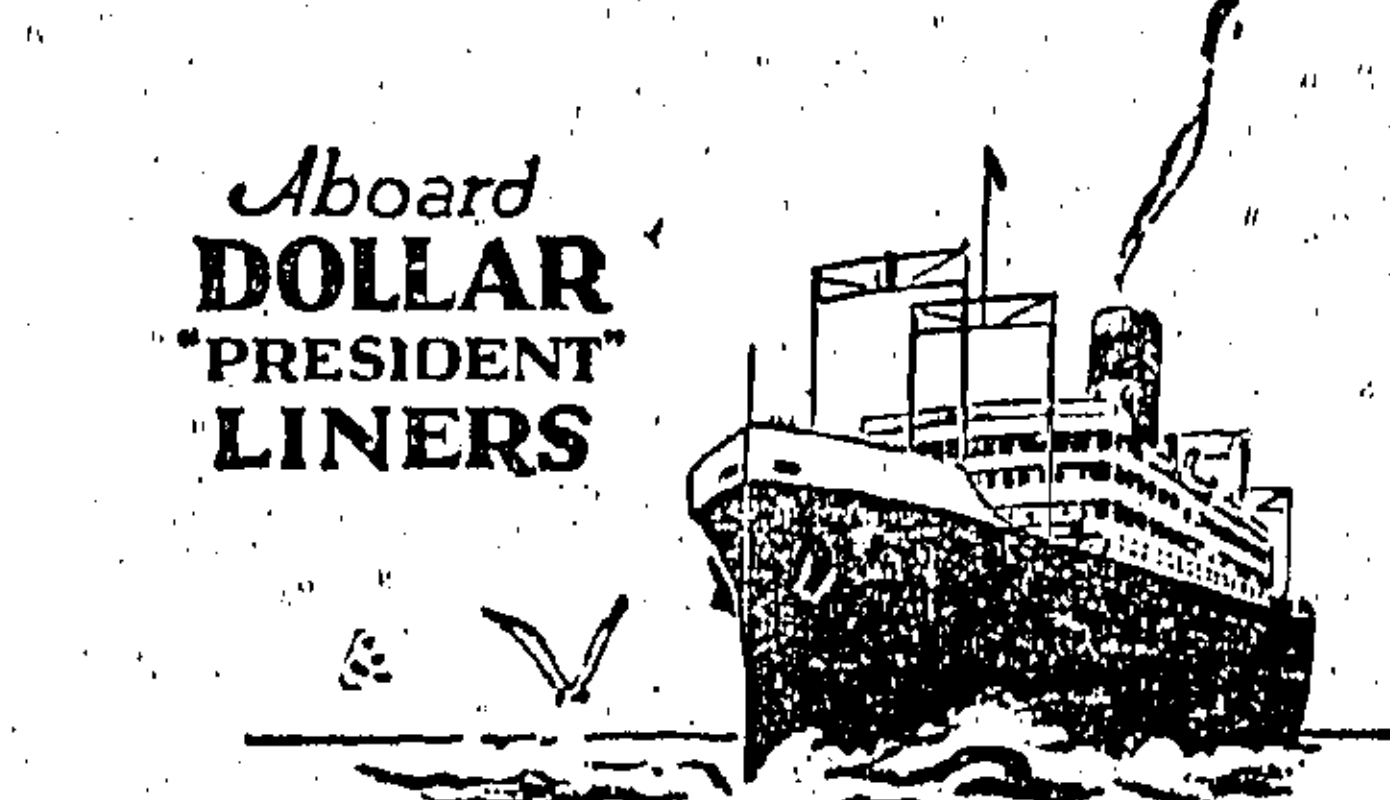
Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

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Managing Operators for United States Shipping Board

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TO EUROPE AND NEW YORK

VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID
—ALEXANDRIA—NAPLES—GENOA—MARSEILLES
Thence to BOSTON AND NEW YORK

Fortnightly Sailings

Pres. Van Buren Apr. 13—8.00 a.m.
Pres. Hayes Apr. 27—8.00 a.m.
Pres. Polk May 11—8.00 a.m.

TRANS-PACIFIC SERVICE

TO SAN FRANCISCO, VIA HONOLULU KOBE AND YOKOHAMA

Fortnightly Sailings

Pres. Cleveland Apr. 10—5.00 p.m.
Pres. Pierce Apr. 24—5.00 p.m.
Pres. Taft May 8—5.00 p.m.

Dollar President liners offer you luxurious travel comforts. All staterooms are outside rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not berths), each having an electric reading lamp. Staterooms with private bath predominate, and all have hot and cold running water. The spacious steel swimming tank is always filled with clean sea water.

Decks are broad, and the use of oil-fuel insures their cleanliness. DOLLAR LINE cuisine is world-famous—varied fare prepared under the direction of skilled chefs. Orchestra music enlivens the voyage. All these travel advantages are yours when you sail on Dollar President liners.

TO MANILA

Pres. Pierce Apr. 16—8.30 p.m.
Pres. Taft Apr. 30—8.00 p.m.
Pres. Wilson May 14—8.00 p.m.

For passengers and freight rates, apply to.

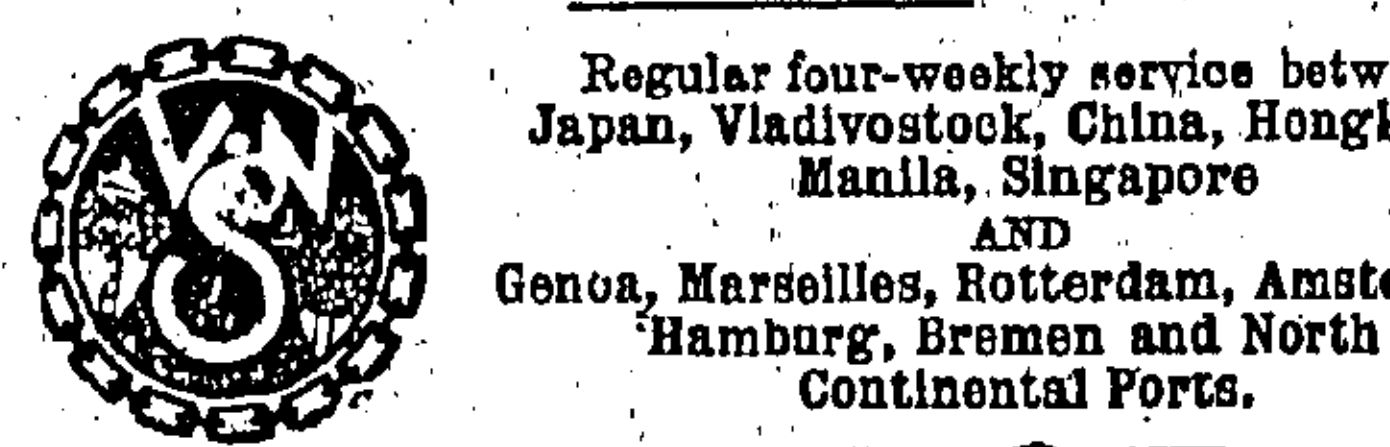
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AND
Genoa, Marseilles, Rotterdam, Amsterdam,
Hamburg, Bremen and North
Continental Ports.



Arrivals From Europe.

S.S. OUDERKERK ... 6th Apr.
S.S. ALDEBARAN ... 4th May
S.S. OLDEKERK ... 31st May

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. OOSTERK ... 17th Apr.
S.S. OUDERKERK ... 15th May
S.S. ALDEBARAN ... 13th June

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Tel. Central No. 1574 Agents, York Building

ST. GEORGE'S SOCIETY.

THE QUESTION OF FINANCIAL ASSISTANCE.

More Englishmen Should Join.

The suggestion that the Government might help societies giving financial assistance to certain people landing in the Colony was made by Mr. W. A. Dowley at the annual meeting of the local Society of St. George, held at the City Hall yesterday.

Mr. Dowley said that the donations during the year amounted to \$2,016.23, as compared with \$1,114.22 the previous year. Owing to the bad times of last year, and as the financial assistance to Englishmen and English women amounted to nearly a thousand dollars over the previous year, a larger figure would have been reached if they had not had the co-operation of other societies. On behalf of the members, he wished to tender sincere thanks to these friends.

Mr. Dowley said he thought the local Government might help all societies in taking care of persons landing in the Colony, especially British people who were financially embarrassed.

Alleviating Distress.

The Society was doing its utmost, but if the officials were to meet all applications the Society would be "broke." So long as they were able to help deserving cases, no English man or woman would go away disappointed.

Mr. Dowley remarked that St. George's Day was observed in the usual manner by the interchange of greetings, and a successful luncheon was held at the Hongkong Hotel.

During the year only eleven new members were enrolled, and he suggested that they could surely secure several more recent arrivals. The officials sometimes felt discouraged by the apparent indifference, or rather, the natural shyness or diffidence, that seemed to keep Englishmen from coming forward and so promote the comradeship everybody so desired.

It was with sincere regret that he had to record the death of several members—the Hon. Mr. C. Montague Ede, Mr. W. Peckey, Mr. M. J. D. Stephens and Mr. W. J. Wilkinson, and the Society extended sincere sympathy to their relatives.

The Ball Not Held.

At the request of the majority of members, the annual ball was not held because the times were not considered propitious. It was a source of regret that the President, owing to ill-health, had to absent himself during his official year, but the speaker was pleased to know that the latest report of Dr. Montague Harston's health was very encouraging.

Thanks were due to Mr. R. A. Nicholson for the flowers he sent last St. George's Day, and now that he had left the Colony for a well-earned rest, they would all miss his generous floral tributes.

Mr. Dowley also mentioned the annual golf and yachting matches, and paid warm tributes to the work of the secretary and treasurer.

Mr. L. S. Greenhill, the secretary,

THE DOLLAR LINE MANAGEMENT.

MR. E. L. MATTESSON'S DEPARTURE TO-DAY.

Mr. Tinsling Takes Over.

An interesting change in the management of the local Dollar and Admiral Oriental Line office is announced and it is with great regret that shipping generally and the American community in particular, will bid goodbye to Mr. E. L. Matteson, who proceeds on home leave to-day by s.s. President Jackson, accompanied by Mrs. Matteson and child.

Mr. Matteson's control of the local office has been marked by unusual smoothness and success, with the happiest relations existing between the staff and himself and also with business associates generally.

It is not definitely known whether Mr. Matteson will return here when his vacation is over, but if he is chosen to serve elsewhere, it will be the Colony's loss, and the good wishes of the community will follow him and his charming wife wherever deserving promotion may place him.

The management of the local office is now in the capable hands of Mr. Tinsling, who comes here from Shanghai, where he has been in charge for a considerable period.

had done yeoman service, and, as he was now going home, he desired to be relieved of his duties.

In conclusion Mr. Dowley thanked the members for the honour they did him last year in electing him vice-president.

This Year's Observance.

A discussion followed on the manner in which St. George's Day should be observed this year, and it was decided to place a wreath on the Cenotaph at 9.30 and to hold a non-smoking concert, to which ladies would be invited, at night.

The chairman, in reply to a question by Mr. R. E. Lindsell, said the membership of the Society was between 550 and 600.

The New Officials.

The following officials were elected:

President, Mr. W. A. Dowley; Vice-President, the Hon. Mr. C. G. Alabaster, K. C.; Secretary, Mr. R. E. Greensmith; Treasurer, Mr. D. B. Peat.

The committee was elected as follows:—Messrs. S. Baker, P. S. Cassidy, E. D. C. Wolfe, E. B. C. Hornell, W. E. L. Shenton, W. W. Hornell, J. H. Ramsay, W. C. Shiner, F. A. Perry, L. Bellamy, H. P. Winslow, and R. E. Lindsell.

Those present at the meeting included—Sir Henry Pollock, the Hon. Mr. E. D. C. Wolfe, Capt. Bayliss, the Hon. Mr. H. W. Bird, Messrs. R. E. H. Oliver, E. Cock, J. H. Ramsay, P. S. Cassidy, G. F. Nightingale, R. E. Greensmith, R. J. Birbeck, R. H. Rolfe, V. L. Labrum, C. G. Harrison, C. Middleton Smith, L. J. Blackburn, B. N. Collison, S. Baker, R. C. Wittchell, W. A. Cornell, H. P. Winslow, A. J. Coppin, J. H. Wilson, W. A. Hannibal, W. C. Shiner, C. Bulmer Johnson, R. E. Lindsell, R. Hancock, W. W. Hornell, W. K. Reynolds, W. J. Simmons, L. C. F. Bellamy, A. Brearly and A. Piercy.

PASSENGERS.

ARRIVED.

For s.s. President Cleveland from Manila, April 9.—Mr. Chan Bo, Mr. J. L. Boyle, Mr. Go Chat, Mr. Ty Sam Chun, Miss M. Ty Hoan Chay, Mr. F. Ty Hoan Chay, Miss F. Ty Hoan Chay, Miss P. L. Chin, Mr. Ty Hoan Chay, Mrs. Ty Hoan Chay, Miss S. Ty Hoan Chay, Miss C. Diego, Mr. F. Diego, Mrs. C. A. Diego, Mrs. T. F. Damman, Mr. Ty Sam Ex, Mrs. C. A. Goebel, Mr. Loy Samgyan, Mrs. Ruth A. Gruber, Mr. Tim Gon, Mr. Walter Halsall, Mr. R. A. Honra, Mrs. J. P. King, Mr. John Karsten, Mrs. E. Loeffel, Mr. M. H. Lin, Mrs. Anita H. Meade, Mr. H. S. Margetts, Mrs. E. A. Margetts, Mr. F. P. Pratt, Mrs. B. Payster, Mrs. G. Perkins, Miss Jean B. Smith, Miss Clara L. Perkins, Mr. Chas. H. Perkins, Mrs. M. E. Smolt, Mr. J. R. Singler, Mr. S. S. Tyler, Mrs. M. E. Tyler, Mr. Chin Teang, Mr. Quo Tel, Mr. Mgo To, Mr. Soong Khang Tin, Mr. J. D. Williams, Mrs. H. A. Williams, Mr. Fred Warner, Mr. Ty Slongyan, Mr. Ty Ma-Tiao, Mr. V. Uy Yna, Mr. and Mrs. Leonard Yates, Mr. Robert A. Yates, Master D. Yates, Mr. Ong Ching-yog, Mr. and Mrs. Albert Ergott.

For s.s. President Jackson from Manila, April 9.—Mr. H. C. Anderson, Mr. E. Adriano, Mr. L. R. Allen, Mrs. R. L. Allen, Mr. Frank Austin, Miss Esther Burke, Mr. W. L. Brooks, Mr. M. T. Boncan, Miss Lottie D. Cosby, Mr. Quo Yu Chiat, Mrs. Quo Yu Chiat, Miss Quo Chi Yan, Mr. Chan Ah Shing, Mr. Chin Sing Kiu, Mrs. Chan Chio, Mrs. Bayard Dod, Mr. Jose S. de Costa, Dr. Wm. M. Danner, Miss E. de Leon, Mr. Luis de Leon, Mr. Elkhich Iso, Col. Frank J. Griffin, Mr. Frank J. Griffin, Miss Grace A. Griffin, Miss Alice Gregory, Mrs. Juliana F. Gomes, Miss Helena M. Gomes, Master C. Gomes, Miss M. Ubaldo, Mr. E. Varrela, Mrs. F. de Varrela, Miss A. Varrela, Mrs. A. Hiteche, Miss Edith M. Hill, Mr. Guy L. Hill, Mrs. M. A. Hill, Mr. H. F. Hungerford, Mr. K. E. Jeffreys, Mr. S. Kusakake, Miss Marion Keene, Mr. Keb Siong Bian, L. Carter, M. Koll, Miss S. Limjap, Miss M. Limjap, Mrs. M. Limjap, Mr. F. Limjap, Mr. Lam Woo, Mr. A. P. Miller, Mrs. Dorothy McBride, Miss G. Monck, Mr. M. O. Tin, Mr. A. F. Pittner, Mr. Geo. Omara, Master R. Osmena, Mrs. J. M. Ross, Mr. H. J. Scanlon, Mrs. D. Solner, Mrs. M. Sarver, Mr. A. Santos, Mr. J. Chan Ah Shing, Mr. A. A. Santos, Mrs. A. W. Yates.

YAMASHITA KISEN KAISHA.

From SYDNEY, BRISBANE, RAUUL and JAPANESE PORTS.

The Steamship "CALULU"

having arrived from above ports, on 8th April, 1926. Consignees of cargo are hereby requested to present their Bills of Lading in exchange for Delivery Orders, and take immediate delivery from alongside the steamer. All cargo not taken delivery from the steamer immediately will be landed into the hazardous and/or extra hazardous godowns of the Hongkong & Kowloon & Godown Co., at Kowloon and stored entirely at Consignee's risk.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 11 a.m. on the 11th April, 1926.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered on and after the 15th April, 1926, will be subject to rent.

No Fire Insurance whatever will be effected.

YAMASHITA KISEN KAISHA.

Agents.
Hongkong, 8th April, 1926.

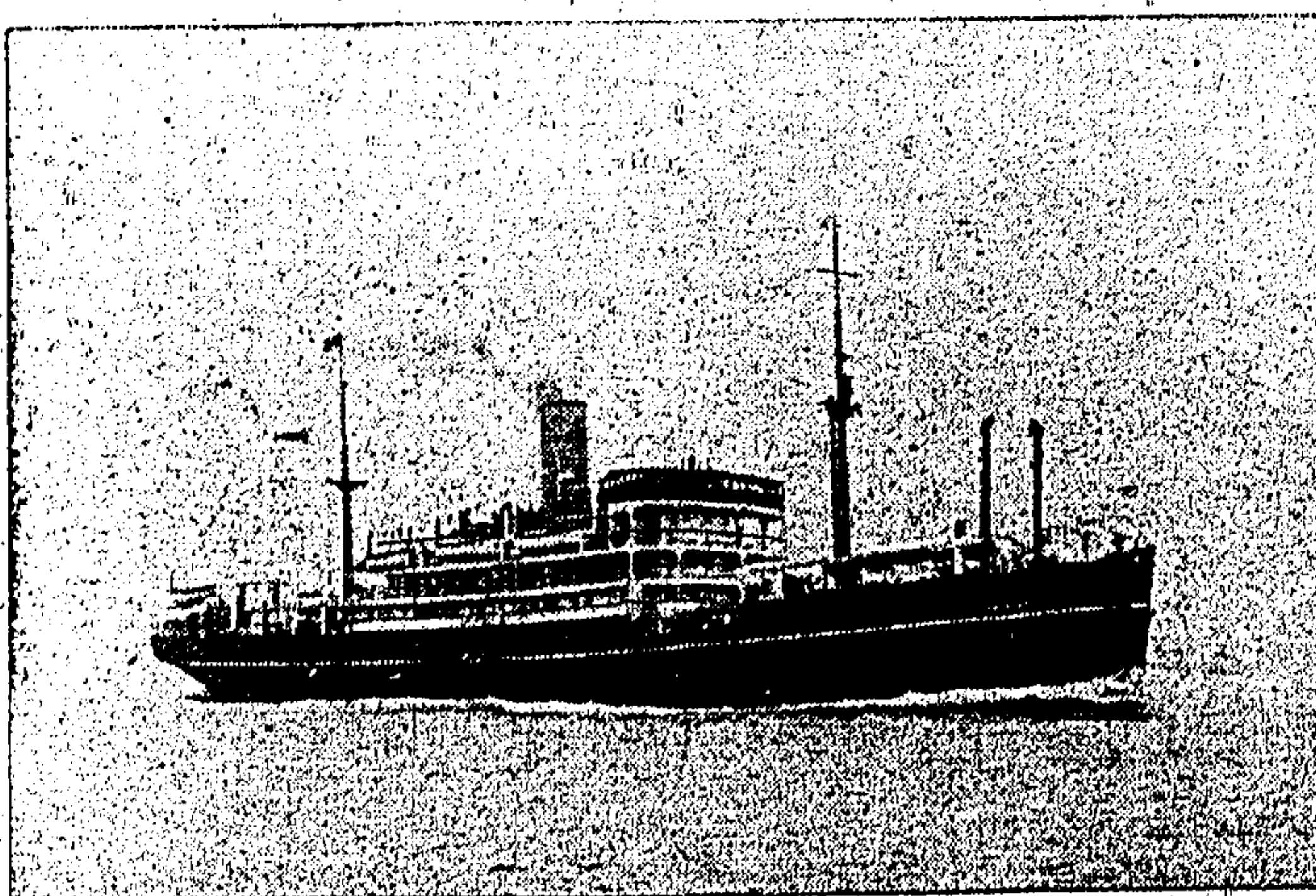
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Passenger and Cargo Vessel. Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK CO. Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. for Australian-Hongkong Service.

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Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Maritime, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
DELTA	8,097	15 April noon	S'pore, P'ang, C'bo & B'bay
DEVANHA	8,155	17 April noon	M'les, L'don & Antwerp
KALYAN	9,144	20th April	M'les, Valencia, L'don, Antwerp & Hul
ALIPORE	5,273	27th April	S'pore, P'ang C'bo & B'bay
MACEDONIA	11,069	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London
MALWA	10,941	29th May	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyraeus, Smyrna and other Levant Ports by Steamers of the Egean Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
TILAWA	10,000	25th April	S'pore, Penang & Calcutta
SANTHA	7,754	2nd May	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
ST. ALBANS	4,500	4th May	Manila, Sandakan, Thura, Island, Townsville, E'bane, S'nev and Melbourne
TANDA	6,958	1st June	

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kolambagan, T'wao, Timor, Darwin, or other ports en route as inducement offers. Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
PERIM	7,646	12th April	Shanghai & Kobe
TALAMBA	8,510	12th April	Amoy & Kobe
MIRZAPUR	6,715	15 April noon	Shanghai, Moji & Kobe
KASHGAR	9,005	16th April	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

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JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.
OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
CARMARTHENSIRE	19th April	GLENSHIRE	4th May
GLENBEG	29th April	L'don, R'dam & H'burg via Oran.	
GLENSAND	18th May	CARMARTHENSIRE	1st June
GLENTARA	30th May	L'don, R'dam & H'burg via Oran.	

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.

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AUSTRALIAN-ORIENTAL LINE, Ltd.

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EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	27th March	23rd April
TAIPING	19th May	25th May
CHANGTE	16th June	22nd June
TAIPING	17th July	23rd July

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Sailings from Hongkong:

S.S.	Destination	From Hongkong
S.S. "CALCHAS"	via Suez Canal	9th April
S.S. "LANGTON HALL"	via Suez Canal	23rd April
S.S. "TIOMED"	via Suez Canal	7th May
S.S. "ATREUS"	via Suez Canal	21st May

* Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

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BUTTERFIELD & SWIRE, LTD. 22, QUEEN'S ROAD, CENTRAL.

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Wednesday, 21st Apr.
SHINYO MARU	Tuesday, 4th May
SIBERIA MARU (omit Honolulu)	Tuesday, 4th May
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama	Friday, 16th Apr.
ANTO MARU	Saturday, 29th May
BOKUYO MARU	Thursday, 15th Apr.
SHANTIA & VANCOUVER via Shanghai & Japan ports	Thursday, 15th Apr.
YOKOHAMA MARU	Saturday, 10th Apr.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports	Saturday, 24th Apr.
HAKOZAKI MARU	Wednesday, 21st Apr.
HAKUSAN MARU	Wednesday, 19th May
SYDNEY & MELBOURNE via Manila & Ports	Wednesday, 21st Apr.
AKI MARU	Tuesday, 11th May
MISHIMA MARU	Saturday, 24th Apr.
NEW YORK and/or BOSTON	Tuesday, 11th May
TSUYAMA MARU	Wednesday, 28th Apr.
TOKIMA MARU	Thursday, 10th Apr.
BUENOS AIRES via Singapore, Durban & Cape Town	Thursday, 15th Apr.
KANAGAWA MARU	Friday, 9th Apr.
BOMBAY via Singapore & Colombo	Sunday, 18th Apr.
YAMAGATA MARU	Saturday, 10th Apr.
TAMBA MARU	Monday, 12th Apr.
CALCUTTA via Singapore, Penang & Rangoon	Monday, 12th Apr.
TOTTORI MARU	Tuesday, 20th Apr.
MOJI MARU	Friday, 23rd Apr.
NAGASAKI, KOBE & YOKOHAMA	Saturday, 10th Apr.
MISHIMA MARU	Monday, 12th Apr.
SHANGHAI, KOBE & YOKOHAMA	Wednesday, 14th Apr.
TOKUSHIMA MARU	Tuesday, 20th Apr.
WAKASA MARU	Tuesday, 20th Apr.
CEYLON MARU	Tuesday, 20th Apr.
KAMO MARU	Tuesday, 20th Apr.

For further information apply to—
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M.V. "VIMINALE" ... Sails about 5th May.

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S.S. "FIUME-L" ... Sails about 12th May.
M.V. "VIMINALE" ... Sails about 31st May.

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AMBOISE			27th Apr.
ANGERS	12th Mar.	12th Apr.	11th May
AMAZONE	26th Mar.	27th Apr.	25th May
D'ARTAGNAN	9th Apr.	11th May	8th June
ANGKOR	23rd Apr.	25th May	22nd June
PORTIERES	7th May	8th June	6th July

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S.S. "CITY OF VALENCIA" 23rd April.

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YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY ... 8th Mar.

LEGAZIPI ... 29th April

C. LOPEZ Y LOPEZ ... 20th June

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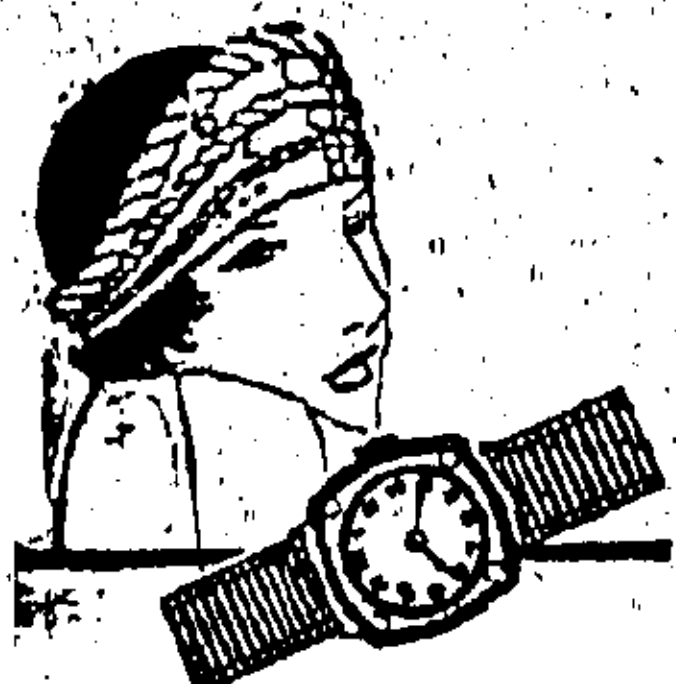
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BORES.

THEIR DISTINGUISHING
TRAITS.

[By the Viscountess Molesworth.]
I suppose the great difference
between the average person and
the bore is that the former will not
persist in discoursing to an un-
willing listener, while the bore will
go on talking whether you listen, or
not.

What is it that makes the bore?
I should say it was mainly egotism
and that lack of a sense of pro-
portion common to those who have
no sense of humour. He may not
talk a great deal about himself,
but it is quite evident that he has
a profound sense of his own im-
portance which he, quite uncon-
sciously, transfers to any subject
in which he may happen to be
personally interested.

Such was the case, I found, with
some pompous people with whom
years ago I was associated in
administrative work. They were
given to obtruding upon the de-
bates of the committee the most
trivial matters—it might be a
missing hairbrush or a defective
door-handle—and even demanded
sometimes that these things
should be the subject of official
resolutions! It was difficult to
convince them of the relative un-
importance of such items of busi-
ness. It was quite evident that
they regarded them as solemn and
awful responsibilities.

Those were the official bores.
As for the social bore, I have
found him to be usually a man
of one idea, with the same kind
of egotism rather differently ex-
pressed. The egotism was shown
in the disposition to monopolise
the time and attention of a whole
company while he expounded his
particular subject.

I found that the best antidote
for the bore as a guest was to in-
vite another bore to meet him.
Each struck the other dumb, un-
less in a large company where
each could fall upon some unwary
visitor and drone him to death.
Where there were no unwary folk,
the bores would be politely
shunned, but I observed that they
shunned each other most of all.

But the most puzzling about the
bore is his almost supernatural
obtuseness. He disregards every
sign of dislike. If you were so
impolite as to yawn in his face
he would never notice it. He is
too interested in himself and his
own ideas to observe the effect
he produces on others. Snubs
cannot wither nor satire stay his
infinite verbosity. The one re-
fuge is flight.

Still, I suppose that bores serve
some purpose in the economy of
life, or they would not be there.
May it not be that they were
created as awful examples?

It is somewhat surprising to
learn that Tokyo had more earth-
quake shocks last year than in
1924, says the *Japan Chronicle*.
According to the Central Observa-
tory, there were no less than
5,297 shocks last year against
3,825 in the previous year, but of
these 5,297, nearly 800 were im-
perceptible. The biggest earth-
quakes in 1925 were those in
Tajima Province on May 23, at
Kwarenko, on the eastern coast
in Formosa on June 14, and at
Gifu in the Takaido on July 7.

Mak Kam-chap, a student of
the Hongkong University, has
reported to the police the theft of
a portable typewriter and a num-
ber of Chinese gramophone re-
cords from his room in Elliot
Hall.

Whilst a coolie in the employ of
the Netherlands Harbour Works
was lying asleep in his quarters
at the works, a brick was thrown
at him, it being so accurately
aimed that a substantial wound
was inflicted on the sleeper's
head. The victim was unable
to say who his assailant was
when the police arrived to take
him to hospital.

On Easter Sunday flowers were
sent from some Church to the
Netherlands and Ho-Miu Ling
Hospitals. Other flowers sent on
Monday from St. John's Cath-
edral and Union Church. The
thanks of the Hospitals are
presented to the unknown donors
as well as to the two Churches
named.

A messenger coolie was bitten
by a dog at Broadwood Road
yesterday. He went straight to
the Government Civil Hospital
for treatment, and was unable to
say to whom the animal belonged.

BOXER INDEMNITY.

COMMISSION'S DOINGS AT
HANKOW.

Hankow, April 4.—Yesterday
morning, the Boxer Indemnity
Commission went to Wuchang to
inspect the schools and colleges
there, after which they went to
the Yamen to tiffin with General
Chen Chia-mo. About one hundred
guests were present, foreign and
Chinese.

General Chen Chia-mo, in a
speech, declared that his views on
the subject of the disposal of the
funds were similar to Marshal Wu
Pei-fu's. He stated that the open-
ing up of railways was most im-
portant and if properly managed
would provide a lasting prop for
the support of education.

He concluded by proposing the
health of Lord Willingdon and his
colleagues.

Lord Willingdon in reply thank-
ed the Tupan for his hospitality
and for his charming speech and
many favours.

He regretted that he had no
fresh information to impart.
The function closed with the
guests drinking the health of their
hosts.

April 2.
Lord Willingdon's Commission
yesterday evening were the guests
of the Hankow, Wuchang and Han-
yang Chambers of Commerce and
the Bankers' Association. Mr.
Chow Shing-tang, President of the
Hankow Chamber, presided. He
extended a hearty welcome to the
Commission and stated that, in
connection with the disposal of the
British portion of the Boxer
Indemnity, speaking for the com-
mercial section of the port only,
he naturally desired the funds to
be utilized for the industrial bene-
fit of the country. However,
before trade could benefit, com-
munications must be promoted.

Lord Willingdon, replying, ex-
pressed his very deep gratitude for
the honour and bounteous hospi-
tality bestowed upon the Commis-
sion, and he thanked the com-
mercial men present for their opinions,
which, he said, would have the
Commission's whole-hearted con-
sideration.

April 4.
The British Chamber of Com-
merce gave a dinner in honour of

LIFE ON "ELLIS ISLAND."

"WORSE THAN SEVEN
MONTHS IN GAOL."

"They call it an Immigration
Station, but I might as well have
been seven months in gaol."

The above statement was made
to a *Daily Chronicle* representa-
tive recently by Mrs. Selina
Chippendale, a widow, aged 57,
who was deported from America
on the ground that she had
violated the Immigration Act, and
who arrived at Liverpool on the
Cunard liner Aurania.

For seven months she was de-
tained at the Boston "Ellis
Island," under conditions which
she described as "terrible," and
in a building "swarming with
cockroaches."

"I was for some time the only
woman resident there, except the
matrons," she said.

"At meal times I had to mix
with negroes and all kinds of
coloured people and foreigners."

"There is no such thing as
privacy for women," she added,
"the day room being like a rail-
way station waiting-room. For
seven long months I have had to
sit on wooden benches."

"When I first went there I had
to sleep on a shelf bed with no
clothes except two blankets. I
had no pillow, towel, or soap, but
when I asked for them I got them."

Mrs. Chippendale, who belongs
to Bridlington, Yorks, went out to
Boston in October, 1922. The
authorities, it is alleged, stated
that she was a "proletarian prop-
agandist," but she frankly
confessed that she did not know
the meaning of the phrase, and
denied all connection with any
organisation, political or social.

"I was living in Boston," she
said, "working at a summer hotel
as a cleaner, when seven months
ago the authorities took me to the
immigration station at Boston."

The Boxer Indemnity Commission
yesterday evening at the Terminus
Hotel. It was attended by 80
Chinese and foreign guests.
Speeches were made by Lord Wil-
lingdon, Dr. C. C. Wang, Professor
Soothill and Mr. Marker, the Chair-
man of the Chamber of Commerce.

POST OFFICE NOTICE.

NOTICE.
WIRELESS TELEGRAPH SERVICES, which offer speedy and efficient
means of communication, are established between HONGKONG and SHIPS
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WIRELESS SERVICES with Canton and Swatow suspended until
further notice.

Full particulars may be obtained on application to the RADIO
COUNTER in the MAIN HALL of the G.P.O., and at the RADIO TELE-
GRAPH OFFICE 3rd floor, GOVERNMENT BUILDING.

INWARD MAILS.		
From	Per	Due
Japan, Shanghai and Europe via Siberia	Hakozaki Maru	April 10.
Shanghai	Wuhu	April 10.
Canada, U.S.A., Japan and S'hai	Emp. of Australia	April 10.
Europe via Nipponmaru (Letters and Tapers London 11th March)	Talamba	April 11.
Saigon	Angers	April 12.
U.S.A., Honolulu, Japan and Shang- hai	Pres. Van Buren	April 12.
Shanghai	Soochow	April 12.
U.S.A., Canada, Japan and Shanghai	Pres. McKinley	April 13.
Straits and Calcutta	Yuensang	April 15.
U.S.A., Honolulu, Japan and S'hai	Pres. Pierce	April 15.
Australia and Manila	Mishima Maru	April 22.

OUTWARD MAILS.		
For	Per	Date.
Straits	Tjipanas	Sat., Apr. 10, 2.30 p.m.
Honolulu	Pres. Cleveland	Sat., Apr. 10, 3 p.m.
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C., and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)	Pres. Jackson	Sat., Apr. 10, Parcels Noon Registration 2.45 p.m. Letters 3.30 p.m.
Fort Bayard, Hoihow and Haiphong	Hanoi	Sat., Apr. 10, 5 p.m.
Saigon	Chili	Sun., Apr. 11, 8.30 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Apr. 11, 9 a.m.
Shanghai, Japan and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)	Angers	Mon., Apr. 12, 12.30 p.m.
Manila	Pres. Van Buren	Mon., Apr. 12, 5 p.m.
Amoy	Sinkiang	Mon., Apr. 12, 5 p.m.
Haiphong and Haiphong	Mingsang	Tues., April 13, 8.30 a.m.
Saigon, Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Paul Lecat	Tues., April 13, Registration 1.45 p.m. Letters 2.30 p.m.
Manila, Australia (except places North of Brisbane) and New Zea- land via Sydney	Calula	Tues., Apr. 13, Registration 2.45 p.m. Letters 3.30 p.m.
Amoy and Japan	Talamba	Tues., Apr. 13, 5 p.m.
Shanghai	Soochow	Wed., Apr. 14, 2.30 p.m.
Amoy	Kaigan	Wed., Apr. 14, 5 p.m.
Sandakan	Mausang	Thurs., Apr. 15, 10.30 a.m.
Shanghai and Japan	Mirzapore	Thurs., Apr. 15, 10.30 a.m.
Shanghai	Shantung	Thurs., Apr. 15, 2.30 p.m.
Straits and Calcutta	Namsang	Fri., Apr. 16, Parcels Noon Letters 1 p.m.

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Bangkok	Chinhua	Fri., Apr. 16, 2.30 p.m.
Japan	Yuensang	Sat., April 17, 10 a.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Parcels	16th, 5 p.m.
	Devanha	Sat., April 17, Registration 9.45 a.m. Letters 10.80 a.m.
	(Due Marseilles, 15th May)	
Shanghai	Sunning	Sat., Apr. 17, 2.30 p.m.
Wohaiwei	Kueichow	Sat., Apr. 17, 2.30 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Rhexenor	Tues., April 20, Registration 1.45 p.m. Letters 2.30 p.m.
	(Due Marseilles 19th May)	
Manila, Australia, and New Zealand via Thursday Island	Aki Maru	Wed., April 21, Registration 8.45 a.m. Letters 9.50 a.m.
	(Due Thursday Island 3rd May)	
Japan	Hosang	Wed., April 21, 5 p.m.
Manila, Australia and New Zealand via Thursday Island	Mishima Maru	Fri., Apr. 23, 9.30 a.m.
	Parcels	22nd, 5 p.m.
	Changto	Fri., April 22, Registration 9.45 a.m. Letters 10.30 a.m.
	(Due Thursday Island 5th May)	

*Correspondence bearing vessel's name only.